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WAR HISTORY

—
Tide Water
Companies

Tide Water Topics

JULY·AUG·1920

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“We cannot dedicate, we cannot consecrate, we cannot hallow this ground. The brave men living and dead who struggled here have consecrated it far above our power to add or detract. The world will little note nor long remember what we say here, but it can never forget what they did here.”

¶

Abraham Lincoln

Aug 18 1920

WAR HISTORY

TIDE WATER
COMPANIES



Told by Those Who
Served Their Country
and Tide Water

Published by
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WITH the generous help and advice of many Tide Water friends this history has been compiled, and to them we wish here to express our appreciation.

Tide Water is proud of every man and woman who has done his or her share in serving our country—what they have done is not forgotten. To them this book is dedicated.

—The Editor.



THIS BOOK is not intended as a glorification of war or of Tide Water's part in the war. It is rather a tribute to the men and women of all the Tide Water Companies who served directly or indirectly. What Tide Water as an organization did for the country was made possible by the devotion of the individuals. With faithful industry the company supplied the fuel so necessary for the prosecution of the war.

As individuals many Tide Water men and women gave more direct service. Tide Water was represented in nearly every branch of service—military and non-military. We will long remember with pride the record of our men who entered the army and navy. Those men who were over age rendered valuable service in other ways. Our women worked hard in the tasks allotted them.

These pages cannot cover the experiences of all, interesting though they may be. We only hope to give a general idea of the activities of our several companies and employes and to record Tide Water's appreciation of their part in bringing the war to a successful termination.



The National Petroleum War Service Committee in session

Mobilization of the Petroleum Industry

R. D. Benson



WHEN the suggestion was made to me that we print a war history of the Tide Water, it appealed to me as eminently fitting, for we have indeed a war history—one of which we are proud. Our history is nothing spectacular, for we did nothing sensational either as a company or as individuals, but we all did what we could, and we gave freely of our time, thought and strength, and some of our boys gave their lives in the battle for the right.

Much of this little history consists of the boys' own stories, telling of the points at which they touched the war. I have been asked to paint the background, so to speak, to sketch briefly what the Petroleum Industry did in the war, more especially as involving our own Company, and this is so well known that only an outline is needed.

Prior to the entry of the United States into the World War there was no regulation of industry; every manufacturer was privileged to sell to whom he would, at the best prices obtainable. In the petroleum industry export trade was very large; the demand from the Allies for gasoline and fuel oil was great, and those manufacturers located on the seaboard had all the foreign business they could handle. One of the first things done by Congress after our entry into the war was the passage of the Lever Bill, under which the control of the large industries essential to war work was placed in the hands of the President; and the petroleum industry was allocated to the Fuel Admin-

istration and placed in charge of the Hon. Mark L. Requa as Director-General.

In the summer of 1917, under the chairmanship of Mr. A. C. Bedford, the National Petroleum War Service Committee was organized by the petroleum industry itself, to work with Mr. Requa in handling all problems arising out of supplying the needs of our Government and our Allies for the petroleum products so essential to carrying on the war. This committee consisted of thirty-two members, made up of executives of the large refining and producing companies. The independent oil jobbers, oil well supply people and the natural gas companies were also represented on the committee, thus covering the entire field. Regular meetings were held every week and sometimes several times a week, in Mr. Bedford's office at 26 Broadway, and in no other way could as much have possibly been accomplished toward governing the whole petroleum industry and making it work as a unit in furnishing supplies so greatly needed. Mr. Requa met with the Committee frequently, but he never directed what it should do—the industry governed itself and worked out its problems so satisfactorily that a member of the British Cabinet said, "The Allies floated to victory on a sea of oil which was largely furnished by American interests." After the signing of the armistice, the French Government bestowed on Mr. Bedford the order of the Chevalier of the Légion d'Honneur, in recognition not only of his services but of the services of the whole National Petroleum War Service Committee under his direction.

The Committee was divided into sixteen sub-committees, each dealing with a different branch of the business. A member of the Committee served as chairman of each sub-committee, and the rest of the members of these sub-committees were largely those conversant with the business who were not on the general Committee. I myself served as Chairman of the Advisory Committee on Pipe Lines, Atlantic Division, which had to do largely with the conveying of crude to the eastern coast refineries. At various times special committees were appointed to take up new problems that arose, such as the apportionment of necessary supplies to the various companies, and on occasion, negotiating compromise with other industries, drawing on these same supplies for their work. For example, I was chairman of a Committee on Tin Plate, which had to work out not only a maximum supply of tin for our industry, but an equitable apportionment of the tin among the various companies in our industry.

One of the serious problems presented for solution was that of providing a grade of gasoline suitable for aviation work, and this gave many anxious hours to the general Committee as well as to the sub-committee in charge, for General Pershing at one time thought that only such gasoline as the French Government had been supplying by re-distilling the gasoline which they purchased in this country would answer for aviation, and the amounts estimated as required by the Army Board were so excessive that if they had been furnished as demanded, but little gasoline would have remained for the very necessary work of transportation of supplies and ammunition from the railroads to the armies at the front. It was learned upon investigation that the Army Board's

estimates were about ten times its actual requirements under most favorable conditions, and it was further determined by making careful cuts of gasoline that a sufficient quantity could be secured, suitable for aviation use, without going to the extreme limits set by the French.

From the date of our entry into the war, extraordinary precautions were taken to prevent any disablement of our Plant by agents of the enemy. Practically all the big industries on Constable Hook were engaged in war work at that time, so they joined forces and developed a miniature navy of defence which patrolled the water front in motor boats armed with machine guns, covering the shore line from the Jersey Central bridge at the end of Newark Bay all the way to the Hook. The boats of this fleet, besides being armed, carried armed crews and any attempt to damage the Works from the water front would have been disastrous to those who attempted it. Our Company's own property is surrounded, except on the water side, by a high concrete wall. On this we built sentry boxes at frequent intervals, in which were posted armed watchmen who stood guard night and day. We also had searchlights installed that played along the wall in either direction so that it was as light as day at all times, effectually blocking any enemy work under cover of darkness. We had as many as fifty of these armed watchmen guarding the refinery on the land side. It is possible that our precautions were of no value, for no attempt was ever discovered to do injury to the Plant, but the Management felt that it was our patriotic duty to protect ourselves against any interference in supplying our part of the munitions of war.

Similar precautions were taken all along our pipe line. Searchlights were put up at all pump stations, all employees were armed, signs warning against trespass were conspicuously displayed, and an armed guard patrolled day and night at the stations and bridges on our line. There was one attempt to blow up a tank of crude, and another to blow up one of the bridges, but both were abortive.

No general war work construction was undertaken by the Tide Water Oil Company but there was some special construction work done by The Tide-Water Pipe Company, Limited, in the way of looping its lines and doubling the pumping capacity of the stations between Rixford and Stoy. It was of the greatest importance that the flow of crude from the Mid-Continent fields to the seaboard refineries should be uninterrupted, and to this end some of the pipe line companies laid many miles

of additional line. In some instances this work was paid for by funds furnished by the War Service Board, but The Tide Water Pipe Company did not ask any help from the Government in the work which it did.

About 800 of our young men entered the service in one or another of its branches, and of these, eight never returned.

In memory of these boys, their friends and associates are erecting a monument in the yard of the Tide Water Refinery at Bayonne. It has been designed by Carrere and Hastings and will be in the form of a rectangular oblong about eight feet high and three feet wide. It is of pink Milford granite, standing on a base of the same stone, and it will form an aisle of safety in the driveway entering the Refinery. The inscription on the bronze tablet will read:

"In Memory of Our Tide Water Boys
Who Gave Their Lives in the Service of
Their Country. 1917-1918."

HAROLD T. ANDREWS
WILLARD H. BALL, JR.
ROBERT GRANGER BENSON
WALTER A. BRANSCOMBE
JAMES I. CUFF
WILLIAM L. HERBERT
MARTIN JOYCE
JOSEPH P. WADE

"Erected by Their Friends and Associates of the Tide Water Oil Company,
1920."

Europe in 1914 to 1917

FEW of us gave more than passing note to the report in the newspapers of the murder of Archduke Francis Ferdinand of Austria in Bosnia on June 29, 1914. It was only another evidence of the jealousies and quarrels of the Balkans. But this incident brought to a head the struggle between the Slav and the Teuton. Bosnia was once a province of Serbia and had recently been annexed to Austria-Hungary. Austria-Hungary sent an ultimatum to Serbia which demanded the suppression of anti-Austrian propaganda. At this Teuton demand, Russia, a Slavic nation, pricked up her ears. Four weeks later Austria declared war on Serbia and Russia mobilized. Germany who had been standing poised, with her eye on Russia, demanded in an ultimatum that she cease her mobilization. Russia refused and on August 1, 1914, Germany declared war on Russia.

Events followed fast. The quarrel that started in the Balkans between the Slav and the Teuton was caught up by other nations, fed by sixty declarations of war and twenty-two severances of diplomatic relations. It spread over the entire world. It involved every nation of any prowess. It was fought on every continent in the world. It unloosed the hatreds smouldering for years among nations. It grew into a world war.

England, who had tried to stop Germany and Russia from entering the conflict, asked Germany and France how they would regard the treaty of 1839, which preserved the inviolability of Belgium. France said she would respect it. But Germany mobilized and asked Belgium to give her entry. On August 4, Germany in-

vaded Belgium who put up a defense for her sovereignty and she drove the Belgian army back upon Liège. The treaty of 1839 became "a scrap of paper."

Germany sent three armies to strike at France; the army of the Meuse which entered Belgium by way of Namur and Maubeuge; the army of the Moselle which violated the sovereignty of the little Duchy of Luxemburg; and the army of the Rhine which crossed the Vosges Mountains. While Belgium was putting up a heroic defense at Liège, England was mustering her army and landed in Calais the forces which were dubbed by the Germans "England's Contemptible Army." France was gathering her forces to defend her country against invasion and after several efforts both forces established contact and were able to make a concerted effort to meet the invading hordes of Germans. The Germans made their way across Belgium, imposing the severest military terms and were making their way to Paris when they were stopped. They encountered the wall of defense at the Battle of the Marne. Here, in September, 1914, Generals Joffre and Foch halted the German dash for Paris in the first and second battles of the Marne, not twenty-five miles from Paris. The Germans took positions along the Aisne and for two years the English, French and Germans played for position across France and Belgium. In the east the Russians advanced on Cracow and were stopped by the Germans under Von Hindenburg, who struck at Warsaw. In the Balkans and Asia Minor, England sent expeditions to the Dardanelles to break the line which Germany wanted to hold as far as Bagdad.

The English fleet stormed the Turkish forts but with little success. Later the British met the Turks in Mesopotamia and captured Bagdad, a strategic point of the Triple Alliance. The English Navy also engaged in the greatest sea conflict off the coast of Jutland, Denmark, where the German fleet was forced to retire from the North Sea.

In the Spring of 1915 the British took Neuve Chapelle after a battle fought amid barbed-wire entanglements and the desolation of No Man's Land. At Ypres, the Canadian troops met the first poison gas attack used by the Germans. The Germans were also following up the Russian retreat, capturing Lublin, Warsaw, Brest-Litovsk and Vilna. Early in 1916 the Germans started their attacks upon Verdun. They sent wave upon wave of men against the the forts, but the French held against them. "They Shall Not Pass," said the French. In the Spring the Battle of the Somme began and was fought through the summer. On the sea Germany started her relentless submarine warfare.

Feeling in this country against German militarism started when Germany disre-

garded the Belgium treaty and steadily increased. It was fanned by the sinking of the *Lusitania* and grew steadily stronger with the reports of outrages and ruthless warfare. Germany would not guarantee the rights of neutral nations to safety of life and cargo on the high seas, and in February, 1917, the United States broke off diplomatic relations with the German government. This came about only after President Wilson sent several notes to Germany in an effort to bring about peace. On April 6, 1917, the United States declared war on Germany.

At that time, the Germans were retreating in France. The British took Vimy Ridge. They also were occupying Bagdad. The Russians were involved in a revolution and Kerensky was in charge of the armies at the Front.

On the 26th of June, 1917, the first American doughboys landed in France. The war which had started in obscure villages, the names of which many of us had scarcely known and often could not pronounce, was more forcefully brought home to all of us.



Activities of the Tide Water Companies

Tide Water Sales Department

T. J. Skidmore, Assistant Manager of the Bulk Sales Department, tells how we met the demands of the Fuel Oil Administration.

DURING the shortage of coal the Fuel Administration asked the oil companies to supply fuel oil to the government and manufacturing plants. These plants were rushed with government orders and had to be kept going twenty-four hours a day, requiring, therefore, a great deal of fuel. The Fuel Administration minimized shipping waste by preventing criss-crossing—that is, allotments for fuel were made to the nearest sources of supplies in each case. We, that is Tide Water, were allotted a great deal of business near at hand, and had to work night and day to increase our capacity for fuel oil. We took unusual methods in a great many cases to meet the demand, buying tank cars, bulk boats, and hiring additional help.

A great many battleships, torpedo boat destroyers and cruisers were oil burners. We had to supply fuel oil to an allotted number of government boats. The government would notify us, say an hour or two beforehand, that they wanted so much oil at a certain warship at a definite time, and at the appointed hour our oil would be ready to bunker. To do this we were forced to increase our equipment of tugs and bunker boats and to use them twenty-four hours a day, putting on three shifts of men, as crews. We bunkered all day and night and won the reputation with the

Navy of making the promptest shipments. During June, 1918, a flotilla of sixty torpedo destroyers came up the North River. We were not notified until that morning that they were coming in and were ordered to get every available drop of oil up the river immediately and bunker as many destroyers as we could. We sent a fleet of seven bunker boats carrying a million gallons of oil, with instructions to their captains to hail each torpedo boat as they went by, ask the captain if he wanted any oil and if so, to supply him with all he needed. This flotilla left Bayonne one morning about 9 A. M. and was not heard from for three days. In the meantime we were very anxious to learn what they were doing and whether everything was going along in good order. We had the Navy Department send out wireless radios to their torpedo boats in the river asking for information concerning the Tide Water boats, but could not get word of any kind. Finally the flotilla arrived back in Bayonne bone dry, having delivered to the destroyers every drop of oil they carried. This is a remarkable record for efficiency. To accomplish this the crews of these boats had worked night and day for three days with scarcely any rest.

We also supplied fuel for the ships on the other side of the Atlantic as well as for the British government.

Tide Water furnished gasoline and kerosene in bulk quantities for ships and for the use of the army automobiles and transports in France. Some of the warships we furnished with fuel were the *U. S. S. Wyoming*, the *U. S. S. Texas*, the *U. S. S. Ohio*, and other battleships, torpedo boats, torpedo boat destroyers, mine sweepers, submarine chasers, transports, bulk carriers, as well as war industry manufac-

turers. We decreased our sales of refined and lighter oils to increase fuel oil capacity.

Each one of us was practically at the command of the government at all hours of the day and night. This fact was brought home to the writer very forcibly when he was called for special duty one morning while at church—but “c’est la guerre—”

*How Members of Tide Water Personnel Helped
in the Wartime Organization of the Petroleum
Industry.*

IN ADDITION to Mr. R. D. Benson and Mr. Frank Haskell, who were members of the National Petroleum War Service Committee, Mr. O. P. Keeney, and Mr. B. D. Benson, served as members of the Atlantic Distribution Committee, which Committee was responsible for the essential war industries along the Atlantic seaboard, receiving necessary supplies of petroleum products. The Committee was remarkably successful in the performance of this task.

At the request of Mr. A. C. Woodman, Director of Purchases, Lubricants and Foreign Requirements of the Oil Division, Mr. O. P. Keeney was called to Washington for one of those dollar-a-year jobs—in charge of the Division of Lubricants and Foreign Requirements. As our Government was financing the purchases of the Allied Governments, it was desirable from a financial standpoint that their purchases be made as economically as possible and from a strategic standpoint that their oil requirements be furnished as promptly as possible.

Among the means employed to accomplish this were the elimination of jobbers

and brokers, the securing of competitive bids from a large number of refiners, insistence upon the use of specifications instead of brands, intervention for the reduction in prices where justifiable.

Mr. Keeney’s work was to see that necessary supplies of lubricants were available at as low a price as possible. All necessary supplies were secured as needed without disturbing domestic conditions, and the following savings were known to have been made:

Italian	\$102,010.00
British	332,000.00
French	1,500.00
	<hr/>
	\$435,510.00

TIDE WATER BULK SHIPMENTS TO ALLIED
GOVERNMENTS DURING WAR

	FRENCH COMMISSION	BRITISH MINISTRY
Gasoline	3,225,049 gals.	7,744,296 gals.
Ref. oil	1,264,687 “	2,486,409 ”
Fuel oil		7,139,763.46

The above are shipments made direct and do not include shipments made by local exporters who purchased from us.

Tide Water Oil Sales Corporation

*The following is an interview with H. J. Guthrie,
President and General Manager of the Sales
Corporation.*

WHAT was Veedol's share in the work of the war?

Briefly, we might say the services of our engineers and the use of our laboratories were at the disposal of the United States Government at all times.

Our engineers cooperated in developing specifications for the Government lubrication requirements. They also did research work for the Bureau of Mines, Bureau of Standards, and the Quartermaster Department, developing oils suitable for aviation, truck, and automobile lubrication.

Our engineers worked with Dr. Herschel in developing his Oxidation Oven, one of which was installed at our refinery. The purpose of this oven is to test oils under conditions identical to the action of the oil in an internal combustion engine.

We also made a special oil for torpedoes, which proved very satisfactory and was used by the United States Torpedo Station at Newport, R. I. We worked with the Government to develop an oil for the extremely difficult lubrication of airplanes, and as a result refined some of the Liberty Aero Oil which was used by the large manufacturers of Liberty Airplanes.

Our Veedol Book on Lubrication of Internal Combustion Engines was used as a text book in many automobile schools giving instruction to soldiers and others who were to enter the Motor Transport Corps.

Our wholesale distributors furnished Veedol to various army bases in their vicinity, both in this country and abroad.

A proof that Veedol was a valuable asset in the war is the following letter from Engineer Lieut. Gilbert J. P. Kendrick, D. S. O., N. I. S. M. I. Mech. E., R. N. Res.:

May-My-O, Burma,
September, 1920.

Tide Water Oil Co.:

I have noticed your advertisements in the *Saturday Evening Post*. This is my first acquaintance with this magazine.

Your statements of the case against sediment and its damage to engines is borne out by my experience. Veedol has been a great success in my tours in the war, during my campaigns in German Southwest Africa and the East, and also in Europe and Mesopotamia where I dealt with aviators and armoured cars. I am at present invalided back from Mesopotamia with wounds for the eighth time since 1914.

Have also noticed that P. M. Heldt, the recognized authority on internal combustion engines and author of the *Gasoline Automobile*, substantiates your statements about the importance of proper lubricating, which my Indian experience bore out so well. Finally the Indian government and later the South African government got your Veedol in stock and it has been a great success in the general working of the following engines: aviation, armoured cars, river monitors, petrol boats, motorcycles. It is also my knowledge that British Army and Navy Staff cars have used your Veedol.

I feel that I must inform you that Veedol has been of great service to your allies in this war.

Yours faithfully,

GILBERT J. P. KENDRICK.

Late of the South African Aviation Forces, Armoured Cars, Royal Aviation Petrol Boats in England and Aviation in Mesopotamia and of the South African Government Railway and Harbors at Cape Town.

Cooperage Department

E. H. Shelley summarizes the Work of the Currier Lumber Corporation, the Cooperage Department of the Oil Company, and the East Jersey Railroad and Terminal Co.

DURING the period of the war the Currier Lumber Corporation furnished a very large quantity of oak ship timber, and also supplied considerable quantities of cooperage material for the use of the barrel factory of the Oil Company at Bayonne.

This Bayonne factory manufactured containers—barrels and kegs—for a great variety of articles needed for the manufacture of explosives and for the sustenance of our soldiers. These containers were furnished to various producers as they needed them. Among the articles

thus provided for in addition to petroleum, were picric acid, alcohol, lard, cooking and salad oils, beef, pork, syrup, pickles, vinegar, Worcestershire sauce, varnish, paints and chemicals.

The East Jersey Railroad and Terminal Company had fully 75% of its floating tonnage in war service delivering fuel oil and gasoline direct to our Government and our allies both for supplies overseas and for transport service. The company also used its resources for the delivery of lard substitutes, salad oils and containers such as those above referred to.

The Pipe Line

A. W. Golden, President of the Tide-Water Pipe Company, Ltd., tells why it was necessary to increase their line.

FROM 1915 to 1918 the Tide-Water Pipe Company, Limited, built seven new pumping stations, added thirty-three pumping engines, a total of 4810 H.P. and thirty oil pumps with a capacity of 258,000 barrels. The Company also built 205 miles of additional six-inch pipe line which increased the capacity of its trunkline from 10,000 barrels to 15,000 barrels per day, at a total cost of two and one-quarter million dollars.

After the United States entered the war, all the Company's station employes were appointed as deputy sheriffs by the sheriff of the several counties in which the Company has pumping stations. The regular

watchmen and an additional watchman at the Oxbow Bridge were also deputized, and were armed and authorized by their commissions to use their weapons for the protection of the Company's property.

Electric wires and gas lines were extended to all the tank yards for lighting purposes and armed guards employed to protect the tanks night and day.

Identification cards were issued to all employes in order to prevent unauthorized persons from entering the Company's property.

The total number of regular employes, during the war, averaged about two hundred and fifty.

*C. W. Burtis, Vice-President of our Pipe Line,
Summarizes Liberty Loan, Red Cross, and
Y. M. C. A. Subscriptions of Company and
Employees.*

EMPLLOYEES of The Tide-Water Pipe Company, Limited, subscribed for Liberty Loans as follows:

First Issue, 32 subscribers.....	\$ 2,800.00
Second Issue, 188 subscribers.....	22,800.00
Third Issue, 204 subscribers.....	23,200.00
Fourth Issue, 225 subscribers.....	32,250.00

On the first issue most of our employees had made their subscriptions locally, before the matter of subscribing through the company had been taken up, and in the subsequent loans, many who subscribed

through the Company, also subscribed locally. Thus the total subscriptions of our employees were considerably greater than the figures above indicate. They also bought war saving and thrift stamps and contributed generously to the various "drives" that were made during the war.

In addition to subscriptions of employees the Company subscribed liberally to the Victory Loan, American Red Cross, Y. M. C. A., United War Work Fund, etc.

The Refinery's Activities

*J. B. Edwards, General Superintendent, reminisces about the Refinery's aim and motto—
"To Win the War."*

AT all times 100% efficiency is the aim of the Management, but the recent war placed upon this great organization a burden that could only be met by the exercise of the greatest care and extremely close supervision.

Hundreds of the Tide Water boys entered the service in all its branches, a few received decorations from the United States and Allied governments for heroic efforts; many were decorated with wounds that will be carried to their graves, and in the providence of God, some made the supreme sacrifice and will never again return. While the answer to the roll call of their names will be "absent" they will be ever present in the magnificent monument to be erected and dedicated at the plant here as a lasting evidence of sincerest affection and honor by their fellow-workers.

The entry of the United States into the war thrust upon the Company hazards and risks that might well make people shudder. The question of labor after the loss of many of our skilled hands, required the splendid efforts of all connected with the Employment Department. It not being possible to secure sufficient male help, women and girls were employed to take the places of men. The welding of these female workers into an efficient working unit was a difficult problem, but nevertheless was successfully solved and to-day many of these girls are still in the employ of the Company.

It is remarkable that during the entire period of the world war, not a strike or labor disturbance of any kind occurred in Tide Water. Every trying situation dur-

ing that eventful period was manfully met by the Tide Water officials.

Perhaps it will never be known just how much the Tide Water Oil Company contributed to the United States toward the winning of the war. Many a transport ship carrying thousands of our boys to the other side was sped on its way by fuel oil manufactured by Tide Water. Many an airship was kept in the air with Tydol Aero Gasoline. Many engines of every description was well oiled and revolved by our Veedol oils. Every throb of machinery, every turn of a pump, every run of a still, each and all meant success to the United States.

One of the many accomplishments of the Tide Water was the splendid police system, well conceived and successfully carried out. No person could enter or leave the great Tide Water plant without being identified. Night was turned into day by the powerful electric search lights. The illuminating flood lights and watch towers, the exacting supervision by roundsmen, the clock and telephone reports, etc., attested to the fact that not one single

thing happened to mar the record being made in carrying on the war to a successful issue from an industrial standpoint.

Even the river received the attention of this notable police system. A motor boat patrol was maintained by Tide Water along with other industries in this section, over the whole length of the Kill van Kull, thus contributing in no small degree to the safety and preservation of the oil industry in Bayonne, without which the government would have been seriously handicapped.

With everything running at "break-neck" speed in the Refinery, with many "green" hands, the exigencies of war present ghost-like at every step, not a disastrous fire, not an accident worthy of note—a record of which Tide Water Oil Company may well be proud.

Summing up the whole situation, our industrial army here, although not subjected to the intense hardships and horrible sacrifices of war, had the same spirit and enthusiasm of our boys fighting on foreign battlefields—their sole aim and motto being "Win the War."

Liberty Loans and War Savings Stamps

THE real ammunition of war is money. But for the Liberty Loans the United States could not have progressed far on the road to victory.

TIDE WATER OIL COMPANY AND SUBSIDIARIES
LIBERTY LOAN SUBSCRIPTIONS

	COMPANY	EMPLOYEES	COMPANY AND EMPLOYEES
1st Loan	\$1,268,300.00	\$ 102,950.00	\$1,371,250.00
2nd "	559,500.00	230,550.00	790,050.00
3rd "	529,500.00	188,450.00	717,950.00
4th "	1,576,300.00	364,100.00	1,940,400.00
5th "	139,500.00	295,250.00	434,750.00
	<u>\$4,073,100.00</u>	<u>\$1,181,300.00</u>	<u>\$5,254,400.00</u>

WAR SAVINGS STAMPS SALES

The Tide Water Oil Company was organized into eight War Savings Societies.

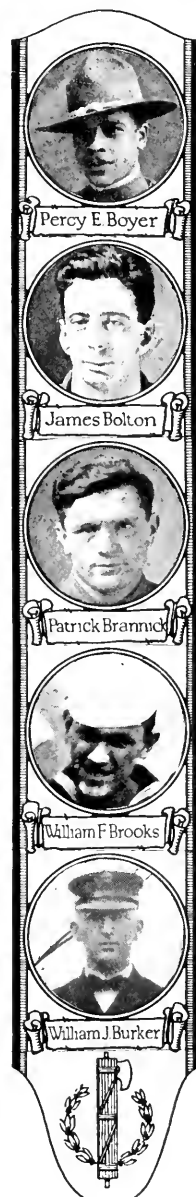
Each society represented 100% of the department. Each member signed a pledge card and all more than lived up to their agreement.

The total sale of Thrift Stamps, up to January, 1918, was 17,765, amounting to \$4,441.25. The total sale of War Savings Stamps was 666, amounting to \$2,800.51.

After the United States Entered the Conflict

THE United States Declaration of War meant mobilization of the entire nation. The country began to organize her resources on a vast scale. The Council of National Defense which acted as a great central functioning organization for all industries and agencies connected with the prosecution of the war, was formed. "Dollar a year men"—experts of high ability—tendered their services freely to the government. All records were broken in the speed of ship building, manufacture of munitions and airplanes, and the scientific conservation of food. Bankers led the Liberty Loan drives. Women were pressed into service with the Red Cross or Y. M. C. A. or to take the places of men in business of all kinds. The whole people worked together absorbed in one effort to get the American army properly trained, supplied, and at the front.

June 5, 1917, was registraton day for the new draft army in the United States. In July the drawing of draft numbers for the conscript army began. Soon after the training camps began to be filled up. Here the men were put through a stiff course of intensive training; as Angelo Parella of the Tide Water Refinery put it, "As soon as I got in Camp they let me do a lot of construction of different kinds and they got me tired every night." Another Tide Water man, Angelo Rotondi, also bears witness that the camp life was no cinch; "I have not many stories to tell," he said when we asked him for his war experiences, "but I worked like anything all the time." All hoped that this hard preparation would be rewarded by some real excitement overseas, but some, lucky or unlucky as you choose to regard them, never got beyond the canton-



ments and saw no war experience outside of this country. "I was held in San Antonio some eighteen months," says Julius Stratmeyer, of the Sales Corporation, "and during that time fought only in the dances, etc., of Fort Sam Houston, Texas."

However, the life was not all work and drudgery, and many felt as Fred Gerhardt who says, "It was a great life although my one regret was that I did not get overseas."

From those who did go overseas we have many interesting stories. *Leslie Tarbell* of the Tide Water Oil Co. has given us an account of his experiences from the time he left this country.

"I was in the 59th Infantry, Company A. We sailed for England May 16, 1918, on the English ship *Meganic*. After crossing the Channel escorted by submarine chasers, we landed in Calais about noon. The first night we were billeted in an English camp in tents about twelve feet in diameter, twelve men to a tent; we had been told it was to be a rest camp, but it was too crowded for rest.

"Next we traveled in box cars about thirty miles, then forty miles by foot until we finally landed at Desbres, where we were assigned to the English Army in support of their troops. For three weeks we received instructions in modern warfare.

"Then we left for the rear of Château-Thierry, where we were in support of the French Army. It was quiet the night they went into action, but the next morning the drive started, and then the excitement began! Two regiments of our division were in support at the front; we were two miles from the front line, and it sounded as though the earth was falling to pieces. We were in line about three days, in which time we drove the Germans back seven miles and were relieved by another American division.

"In the meantime the French turned the entire sector over to the American Army. After three days' fighting our casualties were two-thirds of the regiment killed and wounded; out of two hundred and fifty men in our company only seventy-five came through uninjured. I was fortunate enough to be among these.



Thomas F. Callahan



John H. Chambery



Louis Cirrilla



Nickolas Contis



John J. Conway



Harry C. Cromwell



Charles Crowley



Robert Crawford



Harold G. Davidson



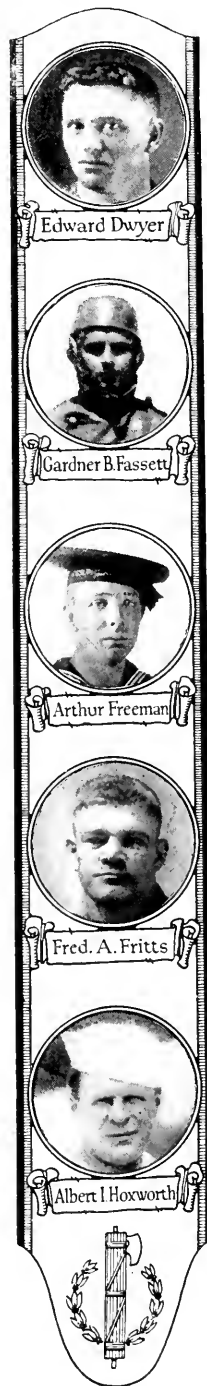
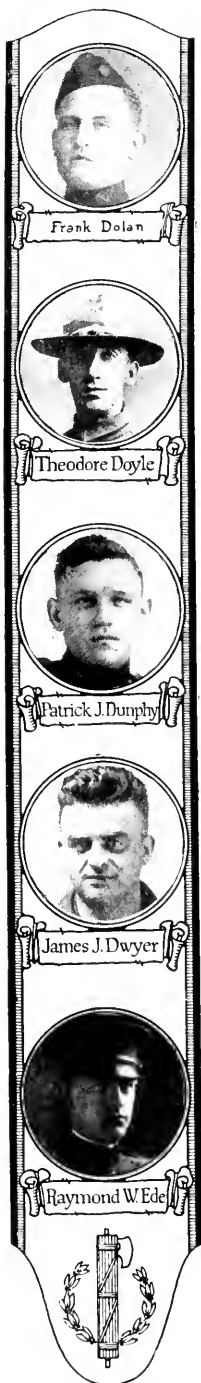
Fred M. Dillender



"The night of August 2nd we came to a large forest where we stopped for grub—horse meat. We had been marching all day and thought we were due for a rest, but got orders to march until about three in the morning when we stopped and rested. We were now in the front line trenches although few were aware of the fact as no Germans were to be seen. As we came out of the woods we were attacked by a German plane driven off by anti-aircraft guns. We proceeded for about one-half mile in the open, being spread out in artillery formation, when suddenly we were attacked by machine gun fire and German artillery. A few men were wounded, but we waited only a short time and continued our march. Several Germans gave themselves up from machine gun nests.

"As night fell we were more frequently entertained by shell-fire and airplane bombing. We had no artillery support as our artillery had not caught up with us. We discovered Germans on three sides of us, and received signals from airplanes to get back across the field, but continual German artillery bombardment prevented this. The field was constantly lit by flares sent up by the Germans. But about 7 A. M. we were able to get back due to heavy fog which came up. In the meantime we discovered that in the church steeple of the town below, the Germans had been giving signals to the German army on everything we were doing. In the morning after we crossed the field we enjoyed an army breakfast as the army kitchens had arrived—we had been without any food except what we had in our packs for a day and a half. The same fog gave a chance for American artillery to come in and place guns. Now located about two miles from the river Vesle, we again met with strong resistance from the Germans when we attempted to advance. Two of our regiments succeeded in crossing the river in three days. We gained possession of a railroad and a small French town. Germans had a much better position, being located on a steep hill over the town, so they could fire down upon us.

"After several German machine gun fire and hand grenade scraps, we finally caught the Jerries in their own trap, and found three hundred dead.





H.T. Eligator



Richard J. Ernst



Lewis Edwards



Hugh Flynn



John Foster



"We had no sleep and little food for three days. Part of the men slept and others kept watch. We were later attacked by small artillery fire from the Germans, and it was at this time that I was wounded. I had only been asleep about ten minutes when they woke me. I didn't care so much about the wound, but I was sore at being waked up. I was immediately taken back to the dressing station, and from there in an ambulance to an evacuation hospital, where I was operated on within a few hours of being wounded. The two doctors there had operated on one hundred and seventy-five patients in one night. The next day I was taken by ambulance to an American hospital in the center of France, at Châtelle Guion; here I stayed until October 1st, when I was transferred to St. Nazaire, a French port, where we awaited a transport, which soon arrived; so soon after we sailed for the States."

THE first American doughboys arrived in France on the 26th of June, and the warm welcome they received was recorded by many photographs and movies. Sometimes they set sail rather unexpectedly, and usually they left their native shores in a hurry, but we doubt if there is any story to compare with a tale told by *L. Eugene Smith* of the Pipe Company:

"A negro doughboy on sentry duty in France was overheard grumbling about the weather, Germans, and army life in general. His Captain said, 'Sambo, what seems to be the trouble, aren't you glad to be fighting for Democracy? If you are not satisfied, why didn't you join the Home Guards?'

"Sambo said, 'Well, suh, it's just dis way. I had a good position in a livery store down in Georgy payin' me a dollah an a haf a day. Long comes a slick talkin' Northern man en offers us niggers eight dollah-a-day jobs in Noo York. Well, we all went up dere an dey put us to loadin' boxes, 'long comes de boss en says, all who wants to make ten dollars a day step inside dis warehouse and sign up. Well, suh, we all stepped thru dat door en signed up, den dey closed dat door. What do you think happened den, Captain?'

"'Haven't any idea, Sambo.'

"'Well, suh, dat warehouse done sailed away.'"



Ralph Fitzpatrick



Edward Finck



Ansel Gallaway



Otto C. Gohdes



Lewis L. Graves



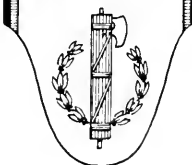
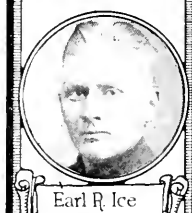
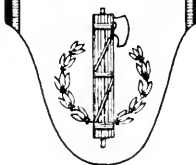
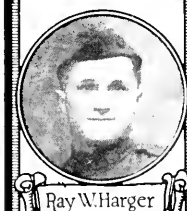
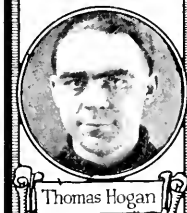
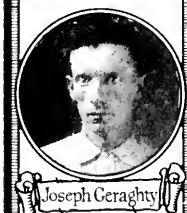
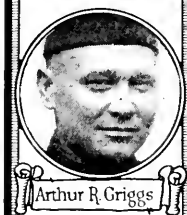
ON August 11, 1917, it was announced that the first American Field Army was organized and that General John J. Pershing was appointed Commander-in-Chief of the American Expeditionary Force. The drawing of draft numbers for the American conscript army had begun on July 20th, so the building of America's military force was well under way.

In the meantime the Russian Revolution, which had broken out on March 11th, had resulted in the establishment of Kerensky as Russian Minister of War and the abdication of the Czar. Under the new régime a Russian offensive was initiated on the first of July which resulted in a general retreat and failure. After this Kerensky became Russian Premier. On the 14th of July, Von Bethmann-Hollweg, the German Chancellor, resigned, and was succeeded by Dr. Georg Michaelis.

On August 1st, the Pope Benedict XV made a plea for peace on a basis of no annexation, no indemnity, which was rejected later by President Wilson.

The Italians had crossed the Isonzo and taken Austrian positions. Riga had been captured by the Germans on the 3rd of September. On the 7th, Russia was proclaimed a Republic by Kerensky. Toward the end of the month the Turkish Mesopotamian army under Ahmed Bey was captured by the British. By this time the Germans had begun the bombardment of Paris with their "Big Bertha," the long-range gun, which was seventy-six miles from Paris.

The Americans were soon given an opportunity to show what they could do in the battle line. In the latter days of May, 1918, when the Germans were sweeping forward with a series of successes, and the Allies seemed near defeat, the American troops had their first real fight. On May 28th, the Germans had reached the Aisne. On the following day the American troops captured the Village of Cantigny with two hundred prisoners. They had now been in



Europe almost a year. They had been under the instruction of French and English experts; here and there they had been under fire. But this attack at Cantigny was the first distinct American drive. Hitherto the American army had been held as a reserve force, but now it was hurried to the front. The main point to which the Americans were sent was Château-Thierry, where they immediately began to distinguish themselves.

The Battle of Château-Thierry

THE Germans succeeded in crossing the Marne on May 31st, 1918, and reached Château-Thierry, forty miles from Paris. At Château-Thierry and Neuilly the great German advance which had covered thirty-two miles was checked by the American marines and regulars. By June 30th, the American troops in France in all branches of service numbered 1,019,115. It was in an aerial battle near Château-Thierry that Lieut. Quentin Roosevelt, son of ex-President Roosevelt, was killed.

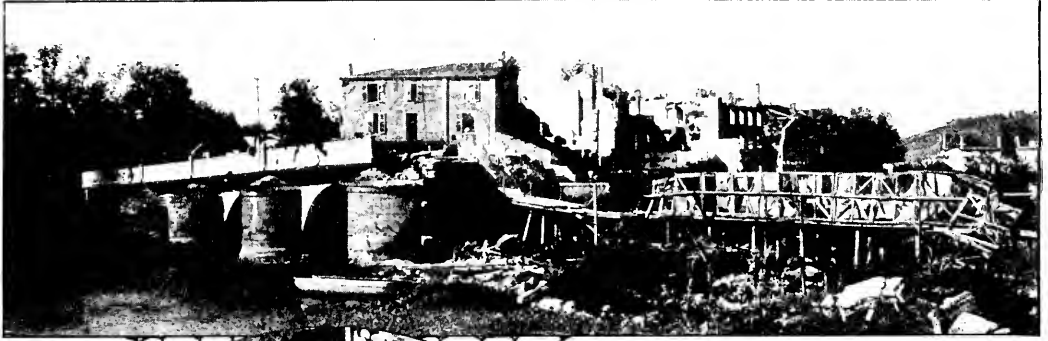
For the story of Château-Thierry, let us hear a first-hand report. Leonard Hill, William Kellner, John Henry Wood, and *Capt. John J. Conway* of Tide Water were all there, but *Capt. Conway* tells the story:

"Stories that are red-blooded could be told of almost every man I came in contact with while in action, but of course, they could only be appreciated by those who knew the persons concerned. Extraordinary actions seemed to be the rule, not the exception.

"America had a large part to play, and every man that can go off alone with his conscience and his God and say, no matter where circumstances placed him, that he did his best, should indeed be proud, for not only did the German know that in an American he faced a man, but also did the rest of the world.

"The Division in which I served arrived in France in May, 1918, and was brigaded with the British. Here is where we found how serious it had become. Their hearts seemed to be





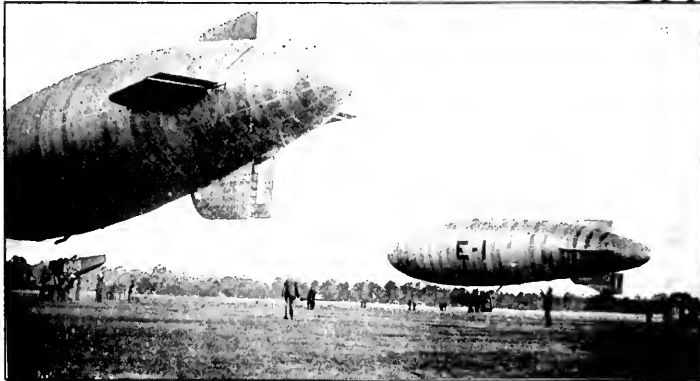
(Above)
BRIDGE AT SAINT MIHIEL,
DESTROYED BY SHELL FIRE.



(Above)
AIRPLANE VIEW OF YPRES.



(Above)
ALEX COOK,
FRANCE AND ITALY.
LIEUT. COOK IS IN
FOREGROUND, THE
MOUNTAINS IN THE
BACK BELONGING TO
OUR ALLIES IN THE
ORDER NAMED.



(Left)
NAVAL DIRIGIBLES ALL SET
TO PLAY "I SPY" WITH FRITZ.



H.W. Legan



George H. Lilly



Frank Lockyear



Isaac H. Lohman



Joseph Luc



gone. Retreat had become the first thought in tactics. The Boche appeared to be irresistible. His drives were carrying everything before him. He was hitting at two points: the channel ports, Calais and Dunkirk, which meant the heart of England, and his big drive on Paris which practically meant the downfall of France. These men who stood this for four long years felt after their valiant, vain efforts that nothing human could stop the Boche. Our spirit and cocksureness was scoffed and sneered at. 'Wait till you meet Jerry,' was what we were told. A disheartened lot indeed!

"It was when they were going to send our Division on what they termed a 'hopeless task,' the taking of Mont Kemmel, the key to the Ypres salient and the key to Calais (and England) they said, 'Now watch the Yanks get it.' The French, holding Paris, were in the same fix—retreat, retreat. They, too, finally, with a hopeless outlook thought they would send in some of these raw inexperienced troops, as the Yanks were classed. It was at this time, as we were arranging our plan of attack in conjunction with British officers that the Communique was received, 'They are sending the Yanks in to try and stop the drive on Paris.' The British naturally could not see it. We were very anxious for further news. Next day we gathered anxiously at Headquarters and kind of threw out our chests with pride as the word came in 'The Yanks are holding at Château-Thierry.' It did seem unbelievable to these people who did not know the American soldier. I can see a British Colonel yet as he grabbed the Communique and read in silence for a moment and then like a man with a new lease on life, turned and said simply, 'Gentlemen, the Yanks are going forward at Château-Thierry! The war is won.' And it was. The brightened looks, heads thrown back, the new spirit, the Boche could be stopped, he was not invincible, marked the new spirit.

"Our Division went over and took the so-called impossible Mont Kemmel and from Château-Thierry on, the Allies never took a back step. The race for Berlin had begun, only to be stopped by the Armistice.

"So you see everyone who made that American spirit possible by a solid line-up behind Uncle Sam, everyone who helped equip and



Francis J. Matthews



David P. Moran



Wm. M. Cole



John M. McCaffery



Thomas H. M. Phail



transport and make possible that valiant, invincible force, helped stop an enemy of mankind that was a menace to the world. His work in Belgium and France will be a monument of barbarity for generations and the world can thank America for its ending."

ON June 6th the Americans took Torcy and captured Bouresches, and by the 11th captured Belleau Wood. It was in the Belleau Wood battle that John Henry Foster of Tide Water won his D. S. C.

After the American victory at Château-Thierry the Germans launched another drive at Soissons.

Up to July 18, 1918, the Allied armies in France had been steadily on the defensive, but on that date the tide turned. General Foch, who had been yielding territory for several months in the great German drives, now assumed the offensive himself and began the series of great drives which was to crush the German power and drive the enemy from France.

The first of these great blows was the one which began with the appearance of the Americans at Château-Thierry. The Germans had formed a huge salient of which the eastern extremity lay near Rheims, and the western extremity west of Soissons. Against this salient the French and Americans had directed a tremendous thrust. By August 5th, the Crown Prince had been driven from the Marne to the Vesle. On August 7th, Sir Douglas Haig began an attack on the Lys salient, which was followed by a still greater Allied advance between Albert and Montdidier; both met with striking success. Mont Kemmel was occupied on August 31st, and now that the Germans found their salient a failure they were retreating in order to extricate themselves from the position.

By August 10th, the Germans had fallen back to a line running through Chaulnes and Roye. Montdidier had been captured and by August 12th, the number of prisoners was



Stanton Nickels



Arnold B. Mathis



Henry W. Murphy



Tipton Oldfield



Philip M. O'Donnell



Albert Olsen



Frederick L. Paige



Angelo Parella



Henry Patteson



Harry L. Pepoon



40,000. By the 18th, the Allied front was almost in the same line as it had been in the summer of 1916, before the battle of the Somme. Bapaume was occupied on September 29th, and two days later the British took Peronne.

On the 19th of September the British advanced into the Hindenburg line, northwest of St. Quentin and on the 20th, while the American guns were shelling Metz, the British were advancing steadily near Cambrai and La Bassee. Six days later the first American army smashed through the Hindenburg line for an average gain of seven miles on a twenty-mile front, and finally reached the Kreimhilde Line. And now, between the 30th of September and the 9th of October, the French captured St. Quentin and the British, Cambrai.

Château-Thierry

*G. Vincent Williams, of the Pipe Line,
Warren Station, Ohio*

ON the road out of Château-Thierry,
By the hill where we halted the Hun,
Near "Suicide Lane" and "Death Valley,"

Where the Boches' retreat was begun,

There's an acre of crude little crosses,

Where we buried Sergeant Monroe,

And a crowd of his Comrade Crusaders

Whose names we may never quite know.

And some day this road will be teaming

With pilgrims who venture to go

To "Humanity's Holy of Holies"

On the road by the "Bois-de-Belleau!"

Some will be looking for brother,

Others for father or son,

Many for husband or sweethearts,

Or comrade who stayed by the gun!

God grant they come in the Sunshine

While the Spring flowers bloom on the
grave

And may they be proud of our comrades

And glad for the gift that they gave.



Christopher Raiser



James J. Reilly



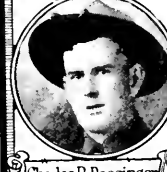
Cornelius Reilly



James Rice



S.L. Reynolds



Charles R. Roesinger



Christopher Roesinger



Wm. Wayne Ruf



Charles Sandburg

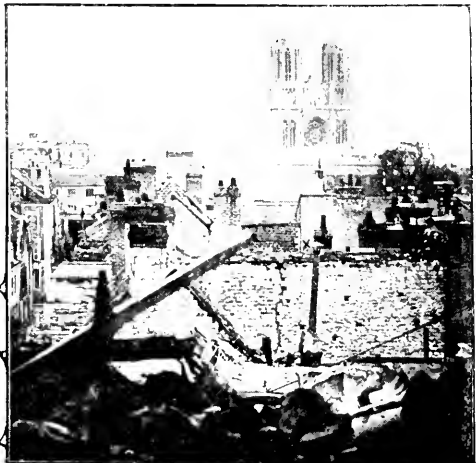


Wm. Sanders





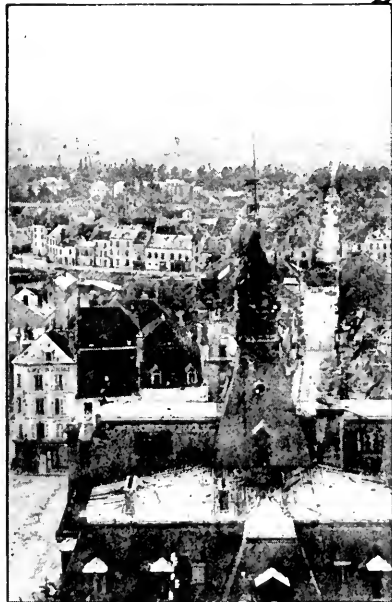
"COME'N GET IT!" CHOW TIME IN AN AMERICAN CAMP.



THE HUNS DID THEIR BEST TO DESTROY RHEIMS CATHEDRAL BUT THEIR BEST WASN'T QUITE BAD ENOUGH. IT STILL STANDS



(Below)
GENERAL VIEW OF THE FAMOUS TOWN OF CHATEAU-THIERRY.



(Above)
"FIRE!"
NOW KAISER,
COUNT YOUR
MEN!



AMERICAN AMBULANCE SERVICE WITH THE FRENCH.



"GERMANY SURRENDERS!" ARMISTICE DAY AT RED CROSS HOSPITAL AT DARTFORD.

The St. Mihiel Sector

THE reduction of the St. Mihiel salient was next undertaken by the Americans, assisted by certain French units. The Germans were surprised, various towns were taken possession of, 13,000 prisoners captured. The salient was wiped out, and the St. Mihiel front reduced from forty to twenty miles.

Rafert H. Patteson of the Tidal Oil Co. has a story for us about his experience in the St. Mihiel sector.

"Things went on as usual at the front near a place called Stump Logger until one day the 64th Infantry called on us. We were detailed out in fives to carry some picks and shovels to them. The Captain called four privates and me to take some to the doughboys. He told us where we would find them. The tools were up on the side of a hill in an old dugout, two shovels and two picks for each. He said that when we came down the hill we should turn to the right. However, we turned left and went on toward the German lines. Well, we ran up to where it began to get pretty warm. A Hun plane flew over and saw us and gave the signal to the Hun artillery and they began to send over a few G. I. cans at us. We dropped our picks and shovels and ran to a little village a short distance away called St. Manies Farm to hunt cover. One of the boys and myself lay down by a stone wall. A big shell hit pretty close to it and threw dirt all over us when it exploded. There were some doughboys at this old farm. I saw one come around the corner of a building and run towards the old church house. I said to the boy who was with me, 'I believe there must be a dugout under that old church.' He said, 'Let's see.' Well, we started to run; just as we started a big shell hit a small building close to us. I thought my time had come. One boy said 'Follow me' which I did on the run. He went to the entrance of a dugout under the church. It was reinforced with sand bags and concrete. We were safe if



Kenneth Savage



H. L. Schalk



John G. Schomp



Ellis Singley



Eugene R. Smith



John H. Smoyer



Leslie Stoner



Wm. Storck



Walter Stintwant



John Sweeney





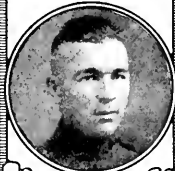
Leo A. Van Vleet



Eric H. Walther



John Walsh



George Wells



Forest G. Williams

a shell did not hit the old church. They shelled the place until dark. Then we started back to Stump Logger. The day had been cloudy and rainy. On our way back we found two of our boys lying in an old shell hole. One of them was wounded in the leg by a piece of shrapnel.

"Believe me, the next time we went out, night or day, we paid a little more attention to our directions. This little incident happened in the St. Mihiel Sector in the Pruvenell Woods.

"I am home now and have a good job and I believe I would rather work in the Tide Water oil fields than be on the firing line in France."

HOMER WOOD of the Dallas Osage Co. says:

"When you are in the front line trenches, boys," said our captain, 'keep your heads down or you'll get them shot off.' Say! I sure did please that Captain."

ANOTHER Tide Water man who writes of St. Mihiel, was *Michael James McQuinn* of the Sales Corporation, who was in the 89th Division.

"The 89th Division was General Leonard Wood's, and because of their heroic deeds and their ability as a fighting division on the St. Mihiel Front was the only national army placed side by side with a national guard or regular army such as the 42nd Division and the 2nd Division of Marines, and was in the front line for seven weeks and then was relieved and marched to Meuse-Argonne sector where they were placed as shock troops which broke the lines on the steady front, and crossed the river Meuse, November 10, 1918.

"We were to be the first wave into Germany but were so badly crippled we came in as the second wave.

"The 354th Infantry was placed in Trier, Germany, as General Pershing's advanced guard for their ability as fighters and soldiers."



G. Vincent Williams



Clarence Wright



Shade U. Young

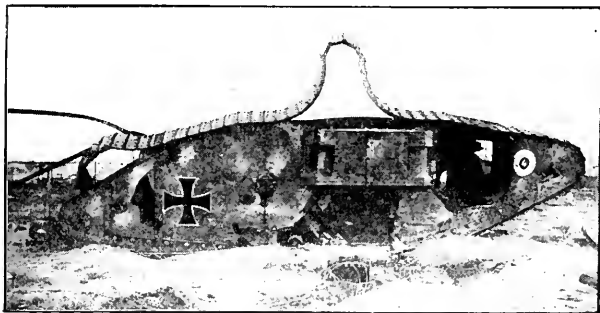


Robert R. Zoeller

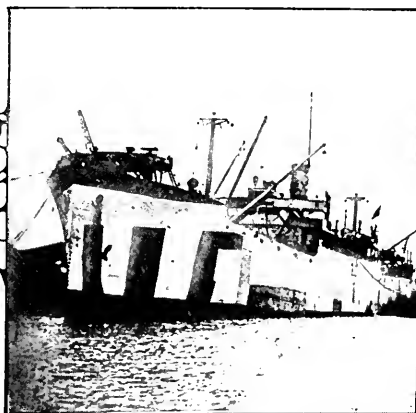


Bernard Zemkosky





GERMAN TANK, ORIGINALLY CAPTURED FROM THE BRITISH, DESTROYED BY ARTILLERY FIRE NEAR THE MARNE.



U.S. TRANSPORT AT BORDEAUX.



NIGHT FLIGHT AT LE BOURGET.



ANTI-SUB GUN AND DEPTH BOMBS ON U.S.S. RAMBLER AT BREST.



(Left)

GOING DOWN WITH THE COLORS FLYING. U.S.S. COVINGTON AFTER BEING TORPEDOED 100 MILES OFF FRENCH COAST JULY 1 1918.



(Above)

NO ANTI-SMOKING RULES HERE ! U.S. DESTROYER MAKING A SMOKE SCREEN IN THE NORTH SEA.

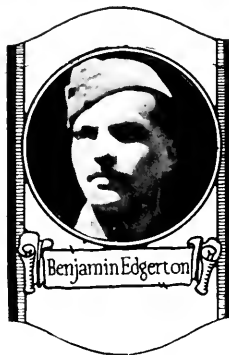
The Argonne

ST. MIHEL had been recaptured from the Germans on September 14th. The next major engagement for the Americans was the Argonne. It was in the Argonne Forest that John La Forge found the town that is named for him.

"The first town I saw in the Argonne," he says, "was the village of La Forge. You should have seen that town—oh, lady, lady! There was only about one and a half houses standing. I figured that if the Huns would treat a town bearing my name so roughly that I was going to have a good time for a while."

EDGAR CAMPBELL'S experience sounds pretty lively—

"On October 30, 1918, our hospital No. 312 was shelled by Germans at Apremont in the Argonne Forest. Many boys were hurt. Two were killed by shrapnel. It was inspected by General McRae to be reported as unlawful warfare to General Headquarters, Chaumont, France. It was the most exciting time I have ever had and now I know what it means to flirt with death. Oh, it was just an evening's pleasure. John La Forge was with us."



The Last Battle

MARSHAL FOCH'S front attacks toward the end of the war may be divided roughly into three great sectors. The first of these attacks was delivered by the French and Americans in the southern sector which included Verdun and the Argonne.

The second was delivered by the British, Belgians, French, and Americans in the Cambrai sector.

The third was delivered by the British, Belgians, French, and Americans in the Belgian sector on the north of the great battle line.

Beginning September 18th, 1918, the attack in the Cambrai sector was immediately successful. On September 27th the Allies secured possession of the Canal du Nord and several villages as well as 6,000 prisoners. By October 3rd, the Teutons had

evacuated Lens, and on the 9th, Cambrai was captured by the Allies.

In the meantime the Chemin des Dames and Berry-au-bac had fallen into the hands of the Allies. When St. Quentin itself fell into the hands of the French on October 1st, it was found that the Germans had deported the entire civilian population of 50,000. October 2nd saw Lille evacuated.

Sedan, where Marshals McMahon and Bazaine commanding the armies of Napoleon III surrendered to the King of Prussia in 1870, marked the last notable victory of the American forces in France.

The last town to fall into American hands was Stenay.

But we are fortunate enough to have an account of the last battle by *Harold G. Davidson* of The Tide-Water Pipe Co., Ltd. It follows:

"On the night of the 30th of October, 1918, our regiment (324th H. F. A.) received orders to move back to Bar le Duc for a two weeks' rest. We had been supporting the 26th, 29th and the 32nd Division northwest of Verdun since the Meuse-Argonne drive had started on the 26th of September. We had been under heavy shell-fire for the whole time, and we had seen the 29th Division (one of the best Divisions that ever wore khaki) come back literally torn to pieces. Theirs had been a hard task, driving out the Heinies after they had had four years in which to build almost shell-proof dugouts and machine gun nests; but nothing could stop them.

"After we had hiked about 30 kilometers to a little French rest camp back of Verdun, our orders were changed, and we started back up in the Argonne again to support the 32nd, whom we had started to support at the beginning of the drive. We moved into some abandoned German barracks in the woods, and laid there in sup-

port of the 32nd for several days. There had been some still fighting and the woods were filled with our own dead boys, and many dead Germans. Many hand-to-hand conflicts had taken place and we saw many dead Americans and Germans locked in each other's arms, where they had fought each other to the death. It had rained a great deal and the mud was up to our knees, so we called this place, Camp de Mud.

"On the evening of the 9th, we were ordered on up to the line and we started hiking about 6:00 P. M. and hiked until 4:00 A. M. on the morning of the 10th, crossing the bridge at Dun sur Meuse, which had a day or so before been blown out by the Germans. The engineers had to work on the bridge under heavy artillery fire, and with aeroplanes swooping down every few minutes and emptying their machine guns at them, but they finally finished their task, and we were the first outfit over the bridge after it was completed. On this

night, I saw the highest price that I ever heard of paid for a bar of chocolate. We had noticed that one of the boys got very bulky letters from his wife, and we also noticed that George always had cigarettes when the rest of us were going begging. Along about midnight, George pulled out his chocolate and said, 'Oh boy, how'd you like to have some?' We were all crazy for something sweet and one of the boys said, 'I'll give you five francs for that,' but there was nothing doing. The offer went to 10 and finally 20 francs (about \$4.00). He got the bar and said it was worth every cent of the money. He should worry, he was the best crap shooter and about the best stud poker player in the outfit and he would soon have that back.

"It had stopped raining and had gotten colder, and on the morning when we stopped, the ground was white with frost. We lay down on the frozen ground and slept for about four hours, then got up and ate some sea turkey, raw tomatoes and hard tack, and got ready to pull into position. Soon the infantry went by us and we had a close-up of the boys we were going to support in a few hours. They went by laughing and singing and talking for all the world like a bunch of school boys out for a lark. The American doughboys were superb, no history can ever give them enough credit. Artillery is very necessary, but we took off our hats to the infantry. I had been in the infantry for eleven months, but operators were needed by the artillery, so I was transferred to Co. H, 324th F. A. H.

"At 11:00 A. M. we started over the hill from the little town of Ecury. A large number of our horses had been killed and we had to take what horses were left from the second battalion and split them between the first and third. As soon as we reached the brow of the hill, the Jerries made a very warm reception for us, and from 1:00 P. M. until 9:00 P. M. they made us feel that we were not out on any picnic. We got our guns laid at 10:30 P. M. and started firing and from that time until 10:00 A. M. on the morning of the 11th, things were humming. Then we got

orders to stop firing. Now we had heard rumors that there was to be an armistice signed or rather one to go into effect at 11 A. M. that morning, but we thought it was all bunk, and we all felt that it was too good to be true; when we ceased firing we all looked at each other in astonishment. Everything was deathly still for a few minutes and then the Dutch opened up on us again, and killed one of our chaplains and some more of the boys. We telephoned this information to headquarters and the General said, 'Give 'em hell, boys, send over ten for every one of theirs.' Well, we did. The boys tried to shoot away all their ammunition. At 11:05 A. M. we stopped firing again and the war was fini. The Stars and Stripes, the official A. E. F. newspaper, gave us credit for firing the last shot along the American front.

"The French that were near us were having a great time, kissing and hugging each other, laughing and crying at the same time. We gathered up all the powder and everything inflammable that we could find and that night we had a celebration. Talk about your 4th of July. Oh, Boy! After we had shot all the signal rockets we could find, burned all the powder that came to our hands, we built huge bonfires and sang and talked until late in the night. That night instead of lying down in the cold mud, we pitched out tents around the fires, and went to sleep with a joy in the knowledge of a job well done.

"We stayed here for several days and went hunting—for cooties. We got new clothes and shoes, and made ourselves as presentable as possible. Major-General Hahn, then in command of the 32nd Division, came over and made a speech to the officers and non-commissioned officers of the regiment and told us he was proud of us and said that we were soon to start hiking for Germany, as part of the Army of Occupation. We crossed the border of Luxembourg and when Thanksgiving came, it found us at a little village called Boudler, about 15 kilometers from the city of Luxembourg. At 2:30 P. M. on the 1st day of December, we crossed the German border, following right on the heels of the

vanquished Huns. We had many experiences on the hike, but space does not permit me to go into details, for if I did the Topics would look like a history of 'Pershing's March to the Rhine.'

"On the 14th of December, we crossed the Rhine above Coblenz, singing, 'Hail! Hail! the Gang's All Here!' and we were very, very happy, for after hiking several hundred miles on two meals a day, mainly 'corned willie,' sea food and hard tack, with many of the boys nearly walking in their bare feet, we felt that we deserved a long, long rest with plenty of good chow and a chance to grow fat. Yours Truly had lost 40 pounds on the hike. At the end of the hike, I had trained down to 165—in 40 days. We hiked about 30 kilometers back from the Rhine and started doing outpost duty along the neutral zone, which divided our Army from the German. We billeted with German families.

"On January 1, in compliance with Gen-

eral Pershing's orders, every regiment in the A. E. F. started a Regimental show. Being able to warble a little, I was picked to lead a quartette and from that date, until the 15th of May, stood no formations. Our task was to amuse the timers at the game, being from Ringlings, Keiths, Fields, Vogels and the like. We had some fine music and eleven acts of vaudeville. We were outfitted with three White trucks to travel in, and to carry our make-up, etc., and we traveled anywhere from 15 to 60 kilometers, practically every night, to put on our show, in cafés, barns or theatres, anywhere there was an American unit.

"On the 22nd of April, we trailed out of Coblenz in box cars with a three-day trip ahead of us to Brest, France. On the 10th of May, we sailed for *Home*. What a wonderful place! We had seen England, France, Belgium, Luxembourg and Germany, but we wouldn't trade our backyard at home for the whole shebang."

The Armistice

COMPARATIVELY sudden, to those who did not know conditions, was the final collapse of the Teutonic alliance. Bulgaria and Turkey first gave way, then Austria-Hungary deserted. At last the Kaiser and his advisors appealed to the Allies, through President Wilson, for an Armistice during which peace terms could be negotiated. President Wilson referred the German appeal to Marshal Foch.

A false alarm of peace—in the shape of a cabled message to the effect that the Armistice had been signed, received in this country on November 7th—set the whole nation celebrating. For twenty-four hours New York city was turned topsy-turvy by wild festivities. Strangers embraced on Fifth Avenue; flags waved from every window; whistles, horns, klaxons of every description noisily vented the enthusiasm of excited New Yorkers. Every variety of

white paper or cloth was seized upon by some celebrator to wave from the window, or better, to throw down to the revellers on the pavements below. A pandemonium of excitement reigned; the air was filled with cries of "Peace! Peace!" And all the wide country rejoiced. Similar scenes were taking place in all the cities of the nation.

And yet it was only a false alarm. The following day the report came that the festivities were premature. Good-naturedly, people laughed at their over-optimism, and waited for the true report, resolved not to be fooled by the cry of "Wolf!" again.

On November 11, 1918, the Armistice was signed, and as they were convinced of the truth of this official report, the American people again broke forth with undiminished enthusiasm, into a celebration of

(Concluded on Page 56)



(Above)

18 HOBNAILED REASONS WHY IT WAS DIFFICULT FOR THE HEINIES TO MOVE THE YANKS WHEN THEY ONCE GOT THEIR FEET ON GERMAN TERRITORY.



(Above)

AMERICAN ENGINEERS RERAILING THE ROUTE OF THE GERMAN RETREAT ALONG THE SOMME.



(Below)

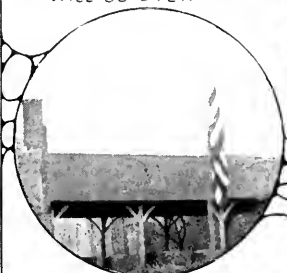
ONE OF THE FAMOUS FRENCH 75'S SO-CALLED SOME SAY, BECAUSE IT USUALLY CAUSED 75 HUN CASUALTIES 5 DEAD, AND 70 SCARED TO DEATH.

(Below)

OH! YES, THERE WERE OTHER REASONS FOR LIKING ALSACE BESIDES VIN BLANC. HERE ARE 3 OF THEM.



GENS JOFFRE AND PERSHING NO DOUBT DISCUSSING WHEN THE TIDEWATER BOYS WILL BE OVER —



FIRST AMERICAN FLAG ON THE SOMME SEPTEMBER 25, 1917.



More of Our Boys' Experiences

OUR boys have told us many interesting stories, and while space does not provide for our telling all of them, here are a few:

Where a few hours made a lot of difference—in the fast work of army and navy competition:

L. Eugene Smith tells that when the transport had docked safely in the little French port and the sailors had been granted shore liberty, they being fast workers had taken the town, visited the one cafe, and succeeded in adding to the pretty French waitress's vocabulary a line of American slang.

A few hours later a doughboy from the transport dropped into the cafe and was seen diligently studying a French-English dictionary and the waitress. Finding what he wanted he called her over and said, "Embrace moi" (meaning "give me a kiss"). She seemed confused and exclaimed, "Doughboy, where you get zat stuff?" He slammed his dictionary on the table, exclaiming, "Oh, H—— I just knew those sailors were ashore first."

Perhaps *Edward William Hansen* of the Dallas Osage Co. felt as did the man in his story.

"In line for inspection, an Oklahoma private a little late failed to fall in. Captain questioned our honorable private, asking him, 'Where in —— do you belong?' The answer was, 'I belong in Oklahoma, by gosh!'"

Tony Pullesa was drafted and sent overseas. One day, because of his awkwardness, he was kidded by his lieutenant.

"What did you do before you joined up?" asked the officer.

"Playa da music, and de monk, he collecta da mon."

"Why did you join the army, then?"

"I no join. I was draft."

"And what became of your monkey?"

"Oh, dey make a lieutenant out of beem."

E. H. Walther, of the Sales Corporation, heard this:

1st Private—Do you remember old Captain Brown?

2nd Private—Yes, what's new about him?

1st Private—Well, I just heard that he was hit by a whizz-bang which knocked out all his brains.

2nd Private—Poor devil; where was he buried?

1st Private—Buried be ——; he's in the War Office now with the rest of the bunch.

Getting a Detail.

William Johnson, one of our messengers in the oil company, gives us a description of detail.

"For the benefit of those who are not familiar with what is meant by the word detail (I found that my hardest proposition, being a sergeant)—a detail generally consists of getting any number of soldiers together. As this is not always pleasant work, I adopted a little scheme to get my details while mess was being served. That, you know, is the time to judge whether a man is sick or not. But even then, some would complain of being crippled in some other way so that they may (as the saying is) 'Duck a detail.'"

A tale from *Douglas McPherson* of the Sales Corporation, shows that luck is all a matter of viewpoint, anyway.

"We had been through a long siege of disagreeable trench duty and had been

promised a prolonged rest, but although only out two days, the front line became stormy and we were ordered up. As the weather was bad and prospects of very dirty conditions were ahead of us, everybody was in an unpleasant frame of mind. We proceeded through the dark over the old trenches taken from 'Fritz' towards the front line we were holding. Suddenly I

saw a man fall in trying to step across a trench and so detailed a sergeant to see that assistance was rendered if necessary and have the man rejoin our company.

"Some time afterwards the sergeant came up, but minus his man, so I asked him what became of the man. He responded, 'The lucky son-of-a-gun! He broke his leg!'"

Filter Plant Historian Champions his Boys

AS the boys from the Filter Plant will not say anything about the war, it behooves me to tell you the part they played.

In April, 1917, when this country declared war on Germany, there were thirty-two men employed at the Filter Plant. Sixteen went to war, which is a fifty-fifty basis. They all returned; some of them went through what Sherman said war was. They were in every branch of the service: down in a submarine, up in an aeroplane, on the water in a sub-chaser, with the gas hounds, in the engineers, with the pioneers, in the medical division, and holding the trenches with the 3rd, 29th, 32nd, 77th and 78th divisions, holding the line on the Marne in July, 1918, with the 38th United States Infantry. (From the report in the *Journal Official*). The 38th Infantry, under Col. U. G. McAlexander, on July 15, 1918, being attacked on its front and outflanked on its right and left, was faithful to orders and maintained its position on the bank of the Marne. Despite all, it threw back the superior numbers of the enemy, on the battlefield at Fismes, at St. Mihiel, at Argonne Forest, and at Meuse-Argonne.

Fred Fritts, who before this war, had served eight years in the navy, sailed away on a submarine for European waters and when he arrived off the Irish coast, he

thought he would meet friends; but he soon found that an American submarine had no friends off the Irish coast. Every boat on the waters was his enemy. When his submarine came up for air, some Yankee destroyer would fire a shot or drop a depth bomb at him. If there was no Yankee about, then a French or English boat would try to hit him. So he very seldom saw the sunshine. Their only chance was to come up at night and look at the stars. His wife and three children are proud of him too.

Bob Crawford, who just got back from the border with the old 4th Regiment, N. J. National Guards, went down South to get in trim for the big job. His regiment was cited twice for bravery in the Argonne Forest, and he was one of the few men in his company that was not wounded. His two children are proud of their Dad.

Paul Allen, arrived at Allentown, Pa., for his training. In two months he was on his way for France. He served with the French army, and for his daring and bravery received the Croix de Guerre on the battlefield. He arrived home in July, 1919, and for reasons better known to himself, instead of accepting his old position at the Filter Plant, accepted one as salesman in the Tide Water Sales Department. He is one man that I know can stop any auto

on the road, make the owner drain out his gas tank, fill it up with Tydol, set the carburetor, and make the car get more miles on a gallon than it ever got before.

Phil. Hickey, one of three brothers, two of whom were wounded, saw service in France. Phil. was one of the first to reach France and spent many months at replacement camps, bringing replacements to the front. Paris and its surroundings had become so familiar to him that he had to look upon all France as a wonderful place. It took the battle of Argonne to change his opinion, for the very first day that he went as a replacement to the 32nd Division, a German machine gun bullet pierced his right shoulder sending him back to the hospital for three months.

Handsome *Bill Kellner* would have reached a higher office if he had attended school, instead of promenading down the Boulevard with the French mademoiselles. However, he found time to take part in the battles of St. Mihiel and Argonne Forest. His regiment was twice cited for bravery.

Joc Hamilton went in training in camp, but his wife and child decided his place was at home, and as two of his brothers were in the army, the commander sent him back. His life in the army was cut short.

Bill McCole first went to Washington, D. C., for his training. He was there when the old town went dry, December 1, 1917. He wrote back to the Filter Plant and told us not to vote dry, so you see we got the Governor of New Jersey working for us trying to make New Jersey wet. He was at the battles of Marne, St. Mihiel, Argonne Forest, and Meuse-Argonne, and after November 11, 1918, went through part of Germany with the army of occupation. His regiment was cited for bravery.

James J. Dwyer, who for five months

was never out of the range of Fritz's gun, was in the regiment that General Pershing gave the most praise in his official report. The thirty-eighth infantry was cited six times for bravery. He went through the battles of the Marne, Fismes, St. Mihiel, and Argonne Forest. On October 15, 1918, he was wounded in six places by shrapnel. You can't keep a good man down, and Jim is now as well as ever.

Edward Dwyer, in his flying boat off the coast of Ireland, had the pleasure of having a hand in making a German U-boat surrender and also in sinking another one.

Eddie Finck says that it was a great war while it lasted; anyway, it was the only war he ever had. Perhaps he would have enjoyed it more if he had stayed in it, instead of letting the Boche shoot him up in his first battle at St. Mihiel.

Joe Geraghty was in the offensive at St. Mihiel, Argonne Forest, and Meuse-Argonne. He went over the top seven times in a week and came through without a scratch. It was rumored that Joe had been a long distance runner at one time, so the training he received in his younger days must have been the cause of his being able to lead his squad so close on Fritz's heels. His regiment was cited twice for bravery.

Pat Brannick, was right behind the boys, picking them up as they fell from Heinie's bullets, and carrying them back to the medical ward to get fixed up. He made one trip too many; that was after November 11. He made a trip to Ireland and picked up a wife, then back to France he goes. He has not seen her since, but as soon as the next boat arrives from the Emerald Isle she will be on board and Paddy will be happy.

Tom Hogan kept his eye on the coast in a sub-chaser No. 111, from Maine to Virginia.

James Bolton, in the *Pioneers*, cleared the way for the infantry and kept them supplied. He was the last man who arrived back at the Filter Plant.

Sweeney and *O'Donnell* were training in camp and then came November 11.

They all found that there was no place like home. They are all back at the Filter Plant except Paul Allen, and he is working for the Tide Water Sales Department. We are glad to have them back, and are proud of the record they made. They all did a man's job. They had some good times in camp and they had some hard times in No

Man's Land, and there were weeks at a time when they heard nothing but the noise of the German shells and the drum of their own artillery.

We had the honor of sending the first man to war from the Tide Water Oil Company on April 7, 1917, in the person of F. A. Fritts.* Not being content unless we finished the job, we also have the honor of sending the last man from the Tide Water Company to trim Kaiser Bill. He left us on Armistice Day, November 11, 1918.

Filter Plant Historian,

DAN SWEENEY.

*Arnold Mathis of the Oil Company also claims this honor. They have not yet settled their controversy to our knowledge.



TOPICS was popular in France, according to Oscar Benson, of the Pipe Line:

"A few numbers of the TIDE WATER TOPICS were forwarded to me in France. No magazine or paper in the A. E. F. was read more thoroughly or with more interest than those numbers."

A shipmate of *William F. Brooks* of the Sales Corporation had the right idea of a practical prayer.

"During a heavy blow, out at sea, one of my shipmates was taken suddenly seasick and in the depths of his misery delivered up this supplication: 'Lord, oh, Lord, bring this here ocean to attention.'"

Frederick Heussler of the Tide Water Oil Sales Corporation found Yankee slang even in Germany.

"While guarding German prisoners I espied one of them with a nice Waltham watch. Being anxious to get a souvenir,

I made certain gestures about buying the watch. He answered me in this manner, in perfect American lingo, 'Hey, how do you get that way?'

"After further questioning I found out he was an ex-bartender and had worked on Sixth Avenue, New York City."

"When we left St. Yser on *S. S. Finland*, the question was how many days before we get to God's country. About six days out we got near the Azores, when one of our stars said, 'Gee, I never thought we would hit the States in such quick time!'"

"My company got aboard the *Adriatic* at 40th Street, North River, and most of the boys had never visited New York, so I thought I would explain all about our wonderful sky line. When we had gone far enough out to get a good view one of the boys spoke up, 'Say, Fred, you can't see much of New York, them tall buildings are in the way.'"

Fred J. Gerhardt, of the Sales Corporation, says:

"I entered the United States Army May 25, 1918, and was transported to Camp Hancock, Ga. Before I was drafted

I told my friends that I would come back a General or some other officer.

"Well, my dreams did not come as true as I expected, as after serving two months in the 42nd Machine Gun Company I was appointed Corporal and within another month and a half became Sergeant. After this promotion I said to myself, 'Well, kid, you now have to go a little further,' and when two months more had elapsed my commander came up to me and said, 'Serge, I am now going to make you Supply Sergeant.'

"I must also give my wife a little credit as on my return from the army, January 2, 1919, when I came home she presented me with a pretty little five-months' baby.

"This is about all I can tell you of my experience. It was a great life, although my one regret was I did not get overseas."

"Boys will be boys" and "men will never grow up"; this probably explains the following story of the lure of the jam-pot told by *Percy Boyer*—messenger for the Tide Water Oil Company:

"Jam is a luxury unsurpassed at the front. Therefore, dear reader, you can understand what it means to lose a can.

"It was a well known fact that the captain of Company 'K' had three plump, juicy cans of jam reposing upon his pillow (which was a steel helmet). The temptation was really great and the boys decided to taste the rare treat.

"At that time Company 'K,' a unit of 3rd Battalion, 367th Infantry, was situated in the Argonne Forest, ready to duck into a gas mask at the first sound of a klaxon horn, tingle of the triangle, or the yell of 'Gas! Gas!'

"The evening passed without disturbance. As there were not any orders to move, the boys rolled up in their blankets, fully dressed, gas mask two inches from the face. Quiet reigned supreme. The leaves stopped falling despite the fact that it was October. Suddenly about 12 P. M. came the deathly yell, 'Gas! Gas! Gas!'

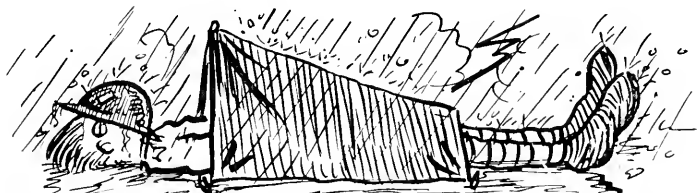
"In less than six seconds (the time required to put a mask on), every soldier was

in his mask awaiting orders. The captain, every inch a soldier, his face buried in his mask, was moving around among his men to see that all were in readiness. At the same moment a distinguished gentleman of honor thought it best to rig up some kind of protection for the three poor cans of jam—they would surely be destroyed by the deadly fumes of phosgyene. So he put them in a hole which was prepared for them earlier in the evening.

"The captain, after testing for gas several times and not finding any because there never was any, gave the order '*Gas Mask May Be Removed.*' On going back to his bunk of blankets and nice hard dirt, he must surely have discovered the loss of the three precious ones. It was never learned whether he made a vow to punish the company or not. At any rate, he never looked the same. Next morning, the boys, afraid to keep the jam for fear of being detected, gave it into the keeping of the chaplain. He was a soldier, too, and the jam disappeared again!"

More zeal than skill was *Paul V. Allen's* difficulty we infer.

"Just to prove that there is more to fighting a war than guns and powder, I'll tell a short story of how this was brought home to me. A shell killed both cooks in an outfit one night while we were up, without destroying the field oven. Some one had to cook, so I took over the job until we could get another cook. We had a bag of rice about, so I filled a dixie three-fourths full of rice, poured on some water and put it in the oven. If any women read this they know the answer now. I didn't until the oven door opened itself, due to the fact that said rice swelled to the extent of more than filling the oven. Later I learned that I had used a week's rations for one meal, which shows that all men can't fight, and if you can do a job well in time of war you are as much help toward winning the war as if you were in the trenches. *But I'm no cook!*"



THEY CALL 'EM "POPTENTS" 'CAUSE THEY MAKE
YOU LEAD A DOG'S LIFE.



THERE WERE ALWAYS
SOME WHO THOUGHT
THEY LOOKED LIKE "A.R."



FIRST NIGHT ON
SENTRY DUTY



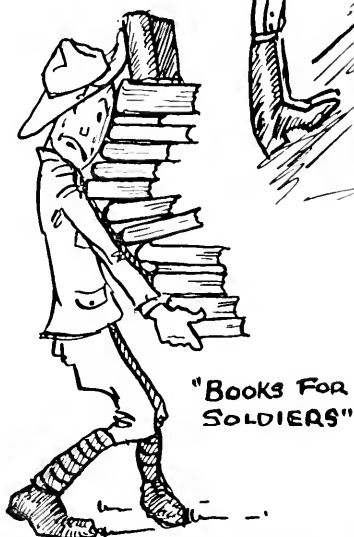
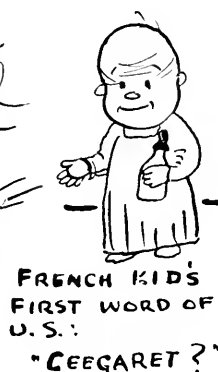
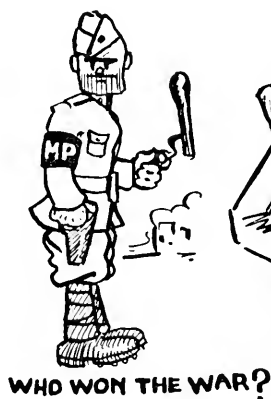
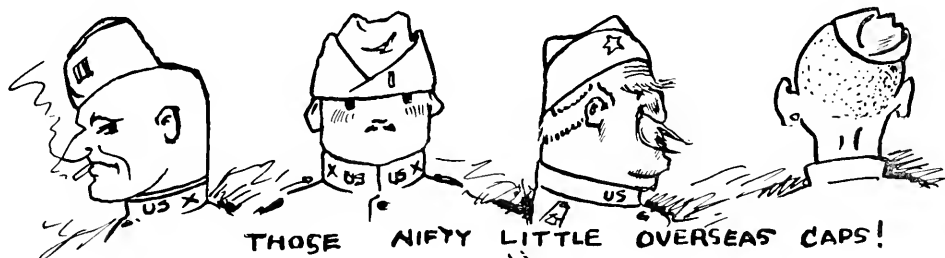
THE ENGLISH INSTRUCTOR
IN GAS DEFENSE



THE "TOP" WHEN YOU ASKED FOR A PASS → AND WHEN HE SAID "YES!"



-PUTTEES-



THE WEAPONS OF AN OFFICERS' TRAINING CAMP.



THIS SORT OF THING ALWAYS TENDED TO PUT YOU AT EASE—

It was *Mr. Walther* again who told us this one:

1st Buck Private—"Say, pal, I want you to give me five dollars."

2nd ditto—"What for?"

1st Private—"It's a subscription to bury the Quartermaster."

2nd Private—"Here, take fifteen and bury the Sergeant Major with him!"

James J. Riley of the East Jersey Railroad & Terminal Company has the right idea of a pithy short story:

"The best story I can tell is that it is great to be home once more."



This sailor knew what he wanted, anyway, and that's more than many of us do.

A Sailor's Prayer

Now I lay me down to sleep,
I pray the Lord my soul to keep.
Grant no other sailor take
My shoes and socks before I wake.

Lord, guard me in my slumber,
And keep my hammock on its number;
May no clews or lashings break,
And let me down before I wake.

Keep me safely in Thy sight,
And grant no fire drill to-night.
In the morning let me wake,
Breathing scent of sirloin steak.

God protect me in my dreams,
And make this better than it seems.
Grant the time may swiftly fly,
When myself shall rest on high,

In a snowy feather bed
Where I long to rest my head,
Far away from all these scenes,
From the smell of half done beans.

Take me back into the land,
Where they don't scrub down with sand.
Where no demon typhoon blows,
Where the women wash the clothes.

Father, Thou knowest all my woes,
Feed me in my dying throes,
Take me back, I promise then,
Never to leave home again.

Reward of Faithful Service

N. B. Streit

WHEN the last December issue of **TIDE WATER TOPICS** reached the Central Division office, a number of the boys were in from the road and with much interest they all glanced through the welcome visitor. Unfolding the large picture displaying the faces of old employes who had been with the Company for a period of twenty-five years or longer, naturally brought a lot of comment, and during the discussion the following incident which happened about a year ago came to my mind.

Shortly after the armistice was signed, a request came into our office for our representative to call at the Government Arsenal, Rock Island, Illinois, as they had had some lubrication trouble with a new type of tank—about one hundred of which they were completing on a final order.

Upon my arrival there, I found a Second Lieutenant of the Engineering Department. He seemed to be exceptionally glad of my coming and after a few minutes' talk on oil he stated that he himself, prior to the war, had been an employe of the Tide Water Oil Company in the capacity of foreman, when this company was laying their pipe line through Illinois.

The Lieutenant spoke with highest praise and admiration of the Tide Water Oil Company and then told of his father,

who had also been employed by the Company. "My father," said he, "had worked for your Company some twenty-odd years and after he had reached a certain age thought he would retire. About two months after he had resigned, he received a letter from the Company asking him to call at the office at his convenience. He could not imagine why they wished to see him, but nevertheless he did as they requested. To his great surprise he was told that on account of his long and faithful services rendered the Company, he would receive a monthly pension of \$50.00 and was further handed a check for two months' pension since resigning."

I do not believe it necessary to repeat here all the good things the Lieutenant had to say about our Company. Suffice it to say that when I went to see the purchasing agent, he accompanied me. The purchasing agent called my attention to the fact that Veedol was considerably higher in price than the oil they were then using, but the Lieutenant spoke up and said the oil they were using had just ruined one of their new 300 H.P. motors, and suggested that they try Veedol.

The order was secured, and what is more, we are still receiving orders from Government Arsenal, Rock Island, Illinois.

Passed by the Censor

Violette Rey, now of Topics Staff

PRACTICALLY the only unanimous nominees for the "noose" were second looies, cooties—and the "Censor".

Did you rave when your mail was held up because business correspondence, confirmation of cables and personal letters had to be examined? If you did, then think this one over: out of the nineteen bureaux from which Uncle Sam got his information, nearly half came from the Postal Censorship, and it was of inestimable value to the United States and Allied Governments.

During the war and before becoming a member of the Tide Water family, I translated foreign languages for the Postal Censorship. So came along and let's peek through the well guarded door of a certain government building in New York City.

There we see a multitude of men and women, speedily opening, examining and re-sealing the letters that come to them from trucks heaped high with large canvas mail bags. Mixed with the rustle of paper is the clang of metal that rises from the racks on which hang the foreign mail bags, and into which the Post Office men toss the packages and letters.

When we move closer we note the Censor weapon of attack is the humble kitchen knife (how war does bring out hidden worthiness), a stack of the familiar "Opened by Censor" labels, a moistener, and individual rubber stamps "Passed by Censor No. —," and pink and green slips, the latter reading "The following enclosure was missing when opened by the Censor."

Most likely you think of the Censor as having the "Life of Reilly" just passing the day by reading other people's letters,

but *it wasn't*. Efficiency was the watchword. We were under very strict discipline. The warning whistle was blown two minutes before nine, another at nine and if we had not given our number to the time-keeper by that time, a half hour was deducted from our vacation. The same performance was repeated at noon. Days of absence were also deducted from that precious two weeks' vacation, so that by the time Summer arrived, many of us had barely any vacations left and some owed the Government a few days.

Along with discipline we got caustic mention in many letters, as oftentimes the writers (maybe you did yourself) would refer to us with painful clearness of expression; so it wasn't all roses.

In one department the trade mail was handled. What company does not remember the Enemy Trading List with its daily additions and removals? No communication whatsoever could be sent to anyone whose name appeared on this list.

A large proportion of the letters were written in foreign languages so practically every one employed translated from one to forty-six languages. The Censors came from every state in the Union. Some were natives of foreign countries who had become citizens of the United States and they represented every walk of life. One of the Censor's greatest trials was reading the abominable handwriting especially "those letters from Spain." The Spaniards have a habit of beginning their letters on any part of any page. When the four pages are covered, to economize, they turn the paper and write crosswise. Underwood

and Remington must mean nothing in their lives, as nearly all business letters are written by hand (typewriter exporters take note). Many of the addresses on foreign letters were really amusing; for instance, one addressed to "Senores Made in Brooklyn"—that was all. Apparently the writer had seen an ad and copied what he thought was the address. Another very common one was—"The American Consolation" for The American Consulate. Another—"General De Livery" for General Delivery.

A few extracts from letters received by the War Risk Insurance were treats:

Just a line to let you know that I am a widow and four children.

You ask for my allotment number. I have three boys and two girls.

I have a four months' old baby and he is my only support.

I received my insurance polish and have since removed my Post Office.

I am his wife and only air.

Extracts from a boy's letter: "I am writing with the piano playing in my uniform."

Please return my marriage certificate, baby has not eaten in three days.

Please send me a wife's form.

Please let me know if John has put in an application for a wife and child.

As for your love letters, don't worry. They were such common occurrences that we considered them quite monotonous, and, for the most part, uninteresting. If you wrote to your beloved in cipher, do you think for a moment that it got by the Censor? Your letter was delayed that much longer for it had to be passed to the cryptographer and carefully deciphered, and the chances are that it took you longer to write it than the censor to decipher it.

Then there was the Book and Newspaper Division where periodicals and books from foreign countries were looked through. Then the Parcel Post, containing really more humorous incidents than any other branch.

After the Armistice there was instituted what we termed "Firing Day." It occurred twice a month and continued until the entire force had been released. We had worked hard, but, unlike the proverbial village gossip, we felt that we had profited by our legitimate prying into people's affairs. After our experience in the Censorship and the insight it gave us into men's methods in "affaires d'amour" nearly all we girls decided on life membership in the already crowded Bachelor Girls' Clubs, but some have already been disqualified for they found a "he" who passed censorship.

The Red Cross

"The quality of mercy is not strained,
It droppeth as the gentle rain from heaven
Upon the place beneath: it is twice blessed:
It blesseth him that gives, and him that takes:"

THE miles and miles of bandages and other hospital supplies used in France had to be provided by the Red Cross. Red Cross chapters were speedily organized in all the cities and towns and villages of the United States. Many a dressing that played its vital part in France was made in a little room labeled "Red Cross Workshop," located in an obscure, rural district, several thousand miles from the battle front.

Practically all the energy which the American women had been diverting into various charitable and social activities was pooled into this stupendous channel of the Red Cross. They turned out all kinds of surgical dressings, also hospital garments, comfort kits, and trench necessities.

Every fourth man, woman and child joined some chapter of the American Red Cross and contributed to the \$300,000,000 fund which was raised. But this record was far exceeded by the Tide Water Companies, which had a 100% membership.

In the Industrial Campaign of the Red Cross Drive, Mr. R. D. Benson served on the Committee for the Oil Division. Mr. Benson appointed Mr. F. S. Turbett, Mr. C. W. B. Fisher and Miss E. W. Chase to assist him.

A quota of \$13.52 for each employe was established and each company assessed accordingly. The Oil Trade Division turned \$52,046.75 into the Red Cross Treasury, exceeding its allotment by \$4,946.75. From Tide Water alone came \$5,277.00.

During the Drive our halls and offices were decorated with posters. Pledge cards

were passed around, telephone booths were plastered, literature of all kinds carried the appeal. Everywhere was the sign of the Red Cross. Practically everyone wore the Red Cross button—the evidence of detailed canvassing.

The Veedol Team of the Wall Street Auxiliary gave a patriotic concert to raise money for an Ambulance Fund. This concert was held in the old John Street Church, New York City, on a Saturday afternoon and was well attended. The net proceeds amounted to \$500, the largest contributed by any of the Red Cross auxiliaries working for the Ambulance Fund.

The talent consisted of some of New York's best musicians, among them the Rubinstein Club Chorus. James T. Tomlinson offered the services of his Boy Scout Fife and Drum Corps most of whom were Tide Water boys.

Three hundred and one dollars were donated for the Ambulance Fund and the rest was used to make woolen outfits for the boys at Fort Jay and also to send them boxes of goodies consisting of oranges, apples, cakes, candies and tobacco.

Mrs. Lillian Andrews of the Veedol Credit Department was largely responsible for the success of this concert.

The Veedol team also marched in the Red Cross parade down Fifth Avenue at the head of the Oil Trade Division and they carried the Tide Water flag bearing three hundred and twenty-five blue service stars and four gold ones. It was the only business flag carried in the whole parade.

The American Red Cross Was a Mother to Him

Edward H. Salrin

WHILE stationed at Boulogne, the British Hospital Base, by chance I discovered that among the American boys confined there was Everett Hollis, who was a Tidal employe, one of the first to volunteer when war was declared; merely a boy in years, but a real soldier, and a brother of Miss Mabel Hollis of the Tidal office force, ex-member of the TOPICS staff, and one of the Tidal's oldest employes (in point of service). Cotton, as Everett was known to us, was then convalescing from fever and looked as though he craved Oklahoma sunshine and could not understand why they were trying to keep the Boche out of that part of France, but rather favored the idea of giving it to them and inflicting the punishment of making them live there. He had lost many of his personal effects and as the boys brigaded with the British had not much chance to re-equip themselves, we found opportunities to use the American Red Cross stores to good advantage.

Some weeks later, while assisting in establishing a supply camp at a little town on the Somme River near Amiens, we came upon Cotton, who had just been discharged from the hospital after an attack of "flu." It was a cold, damp morning and he was without overcoat; but worse still, without cigarettes. I was able to supply the latter, and a supply of sweaters, socks, etc., was shortly thereafter distributed by the A. R. C. nearby.

And right here let me add that the American Red Cross looked like Santa Claus to some several thousand boys that day. A replacement camp had just been moved to that location with meager arrangements for caring for the men sent there by the hundreds from the hospitals, and with the cold, rainy weather they were in real distress. With a few truck loads of clothing, blankets, cigarettes, hot drinks, an assortment of food stuffs, a rolling-kitchen and a lot of willing dough-boys we did a thriving business.

THE foregoing incidents were contributed by Mr. Edward H. Salrin, Auditor for the Tidal Oil Company, who entered the service of the American Red Cross during the month of August, 1918, as a Captain in the Department of Finance and Accounts, and who was given charge of Distribution of Supplies to Hospital and Active Troops, in which capacities he served until March, 1919, when he returned to resume his position with the Company.

The American Red Cross service in France was divided into units, called

zones. After spending a month in the general offices of the A. R. C. in Paris, Mr. Salrin was assigned to the zone covering the northeastern part of France and was stationed for four months at Boulogne-sur-Mer; and at the close of activities assisted for two months in the work of closing operations of the A. R. C. at Bordeaux.

While in France, Mr. Salrin made two trips to Belgium and visited, in connection with his work, many sections of the battle front, where he secured a very interesting collection of war trophies, now on display in a cabinet in the Tidal club rooms.

The Camouflage Corps

O. C. Gohdes, of the Sales Corporation

CAMOUFLAGE, as most people know, is the science of concealing things from enemy observers. Gun emplacements, ammunition dumps, roads, trenches, huts, various other instruments of war had to be kept hidden, not only from pedestrian spies as in previous wars, but from the hostile eyes in the air as well. By means of photographs taken by aerial observers the enemy tries to secure knowledge of gun positions and activities under way.

There are two kinds of camouflage, temporary and permanent. Temporary camouflage requires only a net, known to the corps as a fish net, and carried on the trailer of each gun. These nets were octagonal in shape, and concentrated or heavily woven with burlap at the center, gradually decreasing in density towards the outer edges. When a battery advanced or retreated to a new position the net was raised to approximately nine feet above the gun, affording shelter as well as concealing both gun and crew. Long wooden or metal poles supported the net and held it in place.

To camouflage permanent gun emplacements required from two days to three weeks of hard work, unrolling wire, burlap and other materials, driving heavy stakes and timbers in place with a nineteen pound sledge. Chicken wire with burlap interwoven in the meshes, resembling the formation of surrounding foliage, was the most common means used to conceal a permanent gun or battery position. Whereas in the temporary position each net covered one gun, in the permanent position the chicken wire net concealed from one to four guns. Permanent positions were pref-

erably in wooded territory so as to take advantage of all possible natural overhead protection.

It was often necessary to camouflage a whole road leading to the front so that troops and ammunition could be sent over without detection. Sometimes the effect of the sunshine falling through the spaces in the burlap would dot the ground with fantastic shadows, so that if a fellow was romantic he might imagine himself walking through a grape arbor. If the sun bleached the material white we had to touch it up with paint to prevent it from becoming conspicuous. After a job was completed we would climb up neighboring tall trees and survey the results of our labor.

We not only took pains to camouflage the positions we held, but we also camouflaged places no longer in use, such as deserted guns, etc. Often we tried to make them appear as though still in use to mislead the enemy. For instance, after a heavy rain, when the good French mud was deep and thick, a whole squad of us would be marched out to a deserted gun placement and make foot-prints. When this was photographed by the enemy the foot-prints would show white and give the impression of occupancy. It was important to make sure that paths leading to gun locations were carefully hidden. Likewise the bare spots left around a gun had to be camouflaged as soon as action was suspended. For this branches of trees, leaves, and shrubs were used, being moved back before action re-commenced. Shell holes were also concealed in the same way, so that the enemy planes could not check up on the shells they had sent over.

The Right Man for the Right Job

The work of the Committee on Classification of Personnel in the Army is somewhat like the work of our own Personnel Department.

TO turn a good clerk who was expert at "pushing a pen" into a crack sharpshooter; to educate a truck driver to become an army cook—such were the tasks which confronted our War Department in 1917. The problem becomes more important when men for the signal corps or the aero or engineer service were needed. How to draw from the civilian population, to build up an efficient army was the question. Never before this war had the nations been called upon for such large and highly organized armies. Modern warfare requires of its soldiers technical training of a high order. England, forced in 1914 to create her army practically overnight, had early sacrificed some of her best men as well as her best efficiency, and the United States, given a longer hour of grace, profited by England's example.

How was it done? Why, simply by regarding civilian occupations as so many army training schools. From the record of a man's previous experience his assignment to army tasks was made. The qualification card system worked wonders. By means of it George Lilly of The Tide-Water Pipe Company, Ltd., was right at home on the battlefield as a private in the Field Signal Battalion. Tide Water telegraphy must be an excellent training school, judging by the war record of Raymond Harger, who walked off with a British Signal Contest Medal. As far as possible the men were appointed to jobs for which they were qualified. But things did not always work

quite so logically. We find William Brooks, a Tide Water chauffeur, becoming a baker in the navy. In some cases it appears that the service drew out hitherto latent talents or utilized the man's avocation rather than his vocation in assigning him to duty, for we find S. L. Reynolds, usually occupied as a price clerk, signed up as a first class musician in the navy.

The complicated task of connecting up the man and the job that fitted him was taken care of by the Committee on Classification of Personnel in the Army, which was composed of business psychologists, employment managers and others who had specialized in such work. This Committee appointed civilian supervisors at all the cantonments, among whom was Mr. Phillip Brasher, Assistant to the President of the Tide Water Oil Co., who supervised the work at Camp Jackson, S. C.

But besides fitting the man to the job, it was necessary to fit the jobs for the men, that is to specify and standardize the various army occupations so that it could be seen at a glance just for which position a man qualified. Accordingly it became part of the duty of the Personnel Organization to undertake a systematic job-analysis from the army standpoint. This included not only specification of army jobs, but an analysis of civilian occupations. When a man says he has been an engineer, for instance, it is necessary to find out whether he is a civil or chemical engineer, or perhaps a railroad engineer whose training has

consisted of transporting the New Jersey commuter to his New York business. And then the various sorts of army engineering needs must be classified so that the man may be put in the proper place.

For both officers and enlisted men, the qualification card was used. In the case of the enlisted men these cards were filled out by expert interviewers, the officers filled out their own cards which were then viséd by their superiors, who rated them for physical qualities, intelligence, leadership, personal qualities, and general value to the service.

For classifying the enlisted men in addition to the qualification card, trade tests were used. These oral, picture, and performance examinations tested men for eighty-four army trades which were classified as to the duties involved, qualifications required, and the substitute tradesmen that could best be used. Thus the man's degree of skill was ascertained more certainly than it could be by the results of an interview.

At the time the United States entered the war, many specialists of high standing flocked to Washington to offer their skilled services to the Government. In order to deal with these, a sort of clearing house was established under the name of the War Service Exchange. Mr. O. P. Keeney of the Tide Water Oil Co. was appointed Assistant Director of the Division of Lubricants and Foreign Requirements of the U. S. Fuel Administration, and Mr. Byron D. Benson became head of the Petroleum Division of the Fuel Administration.

And so it went—wherever an expert was needed by the Government he was found somewhere, and called upon to turn his tools to war purposes. In collaboration with the Adjutant-General's office, the Provost Marshal General's office and the Sur-

geon-General's office, the Committee on Classification of Personnel rendered valuable service. Assistance was given the Surgeon-General's office in devising a series of general intelligence tests, and also in the upbuilding of the Development Battalions in which men who were physically, mentally, or educationally below par were given such training as is necessary to fit them for military life. The Personnel Committee saw to it that these men were assigned only to work which they were capable of performing. The Committee also co-operated with the Committee on Educational and Special Training, to assist in fitting men more completely for army duties.

This brief sketch gives only a bird's-eye view of the personnel work in the army. It merely suggests the methods employed to utilize the man-power of America to the utmost by using each man where he was most capable and consequently most effective.

Tide Water evidently proved a desirable training school. In looking over our records, we find that a Tide Water auditor became an army auditor; that a foreman in the experimental plant served as private in the chemical warfare service; Tide Water chauffeurs and truck-drivers were in the transport corps, Tide Water telegraphers in the signal corps, and engineers in the engineering service.

And now much the same system is being applied to Tide Water personnel. The methods which proved successful and the information gained by the experience of the Committee on Classification of Personnel for the War Department is being taken advantage of by us.

It is interesting to know that the United States Army is the only army that used this or any method of classifying personnel.

*Read here the comments of one of our boys
who served the committee on classification of
personnel.*

"The Nut Test"

*George R. Denton, of The East Jersey R. R. and
Terminal Co.*

HAVE any of you fellows who took the psychological examination at camp ever wondered what it was all about? Maybe you know it better by the army term of "nut test."

When the war first started it was intended to pick the best men among the recruits by the manner in which they did K. P. and such tasks. However, with the change in plan by which *you* were put on all fatigue and guard details a new system was necessary to test the intellect of the other men.

The "squirrel" tests were arranged by some of the leading psychologists to do just that. It was possible as a result of these tests to balance the men in various organizations so that each unit would have the appropriate number of high, medium and low grade men. Instances were discovered where one unit had a large proportion of first-class men and another unit intended to do the same duty was below the average mentally. The tests were also used to discover men who could be sent to officers' training camps, who could be made non-commissioned officers or who could be put on special assignments.

As some of you remember, the test ordeal was the first through which you were put after reaching camp.

The most common test was for those who understood enough English to read a newspaper and write a letter. There were several others so that it was possible to

give nearly every one the proper test, taking into account his nationality, schooling and length of time in this country. After the examination was completed the papers were rushed through the scoring room and a report of the marks made to the Company Commander. For those who failed to pass, a different test was given in which knowledge of English was not a factor. Those failing to pass this test were examined individually and the proper diagnosis made. Some were recommended for regular training, some were assigned to labor or development battalions and some were discharged.

The test was in eight parts, each of a different type and on a different page and required less than one hour for completion. Some of the tests were called "following directions," and "practical judgment," and "general information." They were designed so that nearly every one could answer some of the questions on each page and yet hard enough so that very few could finish a page before it was time to turn to the next. This gave a large and accurate range of results as there were few zeros and no perfect scores.

The mental tests have little or no correlation with mechanical ability. To judge this the War Department used the "Trade Tests" which were a practical application of a man's knowledge of his trade.

At Camp Dix, New Jersey, where I was stationed for eight months, we examined about seventy-five thousand men, twenty-

five per cent of whom could not read or write. One man when asked if he could read replied that he only read the sporting page. His interest in baseball was so keen that he learned to pick out the forms of baseball words. We also examined a well known millionaire, who replied to the ques-

tion, "What should a man do if he cannot swim and falls into the water," by suggesting that he "float around and yell for help." However, he was not as bad as the chap who said he could make a round trip between two points and go down hill both ways.



In an Old French Cemetery

E. H. Salrin

IN a quiet spot among the hills overlooking the Gironde River and not far from the village of Carbon Blanc, we found the wooden cross marking the grave of R. Granger Benson. There had been taken over by the A. E. F. a small tract of land—an extension of a beautiful old French cemetery—and there among the rows of newly made mounds was the small white cross bearing the inscription: "Robert G. Benson, Master Engineer, Jr. Gr., 807 Stev. Bm. T. C., Died Oct. 27, 1918." Covering the grave was a mass of flowers, some of them in bloom, and on the cross was a wreath of evergreen and holly tied with a red, white and blue ribbon.

We were informed by the Sergeant in charge that a little French mademoiselle was responsible for the decorations, and being directed to her found her just returning from school, a serious-coun-

tenanced child of twelve, Mademoiselle Marcelle Bedet. Her father had been killed during the war, and her mother had died some years before. There in a part of an old stone house, she lived with a crippled old grandfather and grandmother. It seemed she took great pride in the care of Mr. Benson's grave, and as was a custom among the French people who had lost a member of their family, had adopted an American grave as a token of appreciation and in memory of their dead.

In that little tumbled-down home we listened to a story of privation and hardship that would touch the hardest heart. Yet they were happy in the thought that they had pleased some one, especially an American.

Before we left we reimbursed them for the cost of the flowers from a fund, given us before sailing from America, to be used for such purposes.



The Armistice (Continued from Page 37)

the termination of the war. This time certainty that the war was indeed over gave an added force to the festivities.

Although a part of the American Forces were kept in France as an Army of Occupation, from this time on the American doughboys began to come home. They

have now been re-absorbed into civilian life, taking up their peace-time tasks with the same vigor and will that they demonstrated in the trenches. And now before them lie the formidable problems of a difficult reconstruction. By these same patriots these problems must be met.



ABANESE, ANTHONY
ADDIS, FREDERICK H.
AGGAS, L. S.
ALLEN, ARTHUR L.
ALLEN, PATRICK A.
ALLEN, PAUL V.
ALLEN, THEODORE A.
ALLISON, WALTER G.
ANDERSON, GUS
*ANDREWS, HAROLD T.
ANDREWS, LEE
ARELLO, JOHN
ARLINGTON, THEODORE
ASHBY, CORDYN
ASKEW, KENNETH
ATKINS, E. L.
ATKINSON, W. DEWILDER

BABBITT, CHARLES
BADER, SAMUEL
BADMAN, A.
BAILEY, GEORGE
BALDWIN, BENJAMIN
*BALL, WILLARD H., JR.
BALUCHA, ANDREW A.
BAREN, STEPHEN
BARLOW, IVAN W.
BARLOW, STANLEY
BARRY, JOHN A.
BASHAM, ROY
BAYER, H. J.
BAYER, L. F.
BEAL, FRED
BECKER, WILLIAM
BEGGS, M.
BENSON, OSCAR
*BENSON, R. GRANGER
BIRTICIEL, J. A.
BISHOP, HARRY
BOLTON, JAMES
BOLTON, JOSEPH
BOND, C. E.

* Killed in Action

BONNER, R. J.
BOOTHBY, ARTHUR M.
BOURNE, EDGAR J.
BOWEN, FRANK
BOWMAN, P. M.
BOYER, CHARLES
BOYER, PERCY E. E.
BOYLE, CORNELIUS
BOYLE, HUGH J.
BRADLEY, JOE.
BRAND, PAUL
BRANNICK, PATRICK
BRANDINGHAM, GUY
*BRANSCOMBE, WALTER A.
BRAY, W. N.
BRENNAN, V. C.
BRODERICK, F. A.
BROOKS, WILLIAM F.
BROWN, CHARLES
BROWN, RALPH
BRYAN, G. W.
BUCKMAN, HENRY R.
BUHRFIEND, HENRY
BURKER, WILLIAM J.
BURNS, ERNEST W.
BUSH, WILL E.
BUSMANN, AMOS W.
BUSHY, FLOYD

CALL, BILL
CALLAHAN, THOMAS F.
CAMPRELL, EDGAR
CARBOY, WILLIAM
CASSIDY, JOHN A.
CASSIDY, THOMAS
CAULFIELD, HARRY
CERBONE, LUIGI
CHAMBERS, J. H.
CHICOLA, WALTER
CHINERY, GEORGE M.
CINSOL, G.
CIRRIEL, PHILIP
CIRRILLA, LOUIS

CLAASEN, C. W.
CLAY, WILSON
CLINE, ALBERT B.
COAKLEY, PATRICK
COGGINS, JAMES
COLLIER, JOHN
COLLINS, ALFRED B.
COLLINS, JOHN
CONNELLY, JAMES
CONTE, WILLIAM
CONTI, JOHN
CONTIS, NICKOLAS
CONWAY, JOHN J.
COOK, ALEXANDER H.
COOPER, FRANCIS
CORUM, JONATHAN
CORCORAN, MICHAEL
CORNETT, N. C.
COSTELLO, EDWARD
COSTELLO, THOMAS
COTTER, WILLIAM
COX, JAMES, JR.
CRAFT, LON
CRAWFORD, HENRY
CRAWFORD, ROBERT
CRANGER, WM. H., JR.
CREWSE, WILLIAM E.
CROMWELL, H. C.
CROOKS, CHARLES, JR.
CROCKETT, D. G.
CROWLEY, CHARLES
CROWLEY, DANIEL
CROWLEY, JOHN
*CUFF, JAMES J.
CUMMINGS, W.
CUSIMEYER, M. J.

DALTON, EDWARD A.
DALTON, EDWARD J.
DALTON, JOHN
DALY, GEORGE
DAVIS, EVAN H.
DAVIS, HAROLD L.



DAVIS, CLARENCE JAMES
 DAVIDSON, H. G.
 DAY, HUGH
 DECKARD, MORGAN
 DEGARIMORE, OTIS
 DEMESAK, MICHAEL
 DEMPSEY, LUKE
 DENNIS, ROBERT
 DENTON, GEORGE R.
 DESMOND, WILLIAM N.
 DEHOOG, JOHN A., JR.
 DIDERICK, JOHN
 DIDRICKSEN, JOHN
 DILLON, MICHAEL
 DILLENDER, FRED M.
 DINSMORE, C. A.
 DIXON, JOSEPH
 DIXON, STEPHEN
 DOHERTY, WILLIAM
 DONOVAN, DANIEL
 DONOVAN, JAMES, JR.
 DONOVAN, WILLIAM
 DOYLE, THEODORE
 DOLAN, FRANK
 DRISCOLL, JOHN
 DUDGEON, JOHN
 DUFFY, PATRICK
 DUFFY, C. S.
 DUMPHY, JOHN
 DUMPHY, MICHAEL
 DUNPHY, PATRICK J.
 DWYER, PHILIP
 DWYER, EDWARD
 DWYER, JAMES J.

EAGAN, THOMAS
 EASTON, THOMAS
 EBBES, A. I.
 EDE, RAYMOND W.
 EDWARDS, C. L.
 EDWARDS, DOUGLAS
 EDWARDS, HOWARD

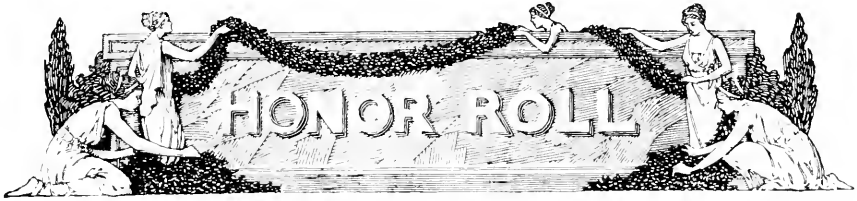
EDWARDS, W. L.
 EGERTON, BENJAMIN H.
 EGGERS, PETER
 ELIGATOR, H. D.
 ERICKSON, ASA
 ERNST, RICHARD
 EVANS, JAMES
 EVANS, J. MELROY

FAHEY, J. E.
 FARLEY, JAMES
 FARRER, L. E.
 FASSETT, GARDNER B.
 FERGUSON, ALBERT
 FERGUSON, WM. J., JR.
 FESCO, MICHAEL
 FINCK, EDWARD
 FINK, JOHN R.
 FITZSIMMONS, WM.
 FLAY, RAYMOND
 FLETCHER, H. A.
 FLETCHER, WILLIAM
 FLYNN, HUGH
 FLYNN, W. B.
 FOSTER, JOHN J.
 FOSTER, JAMES
 FOREMAN, C. D.
 FOUCH, HOMER K.
 FRANK, HENRY W.
 FRANKLIN, FRANK R.
 FRAYER, JOHN
 FREEMAN, ARTHUR
 FERGUSON, W. J.
 FITZPATRICK, R. J.
 FORD, HENRY T.
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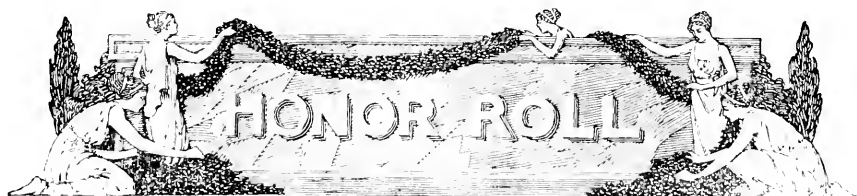
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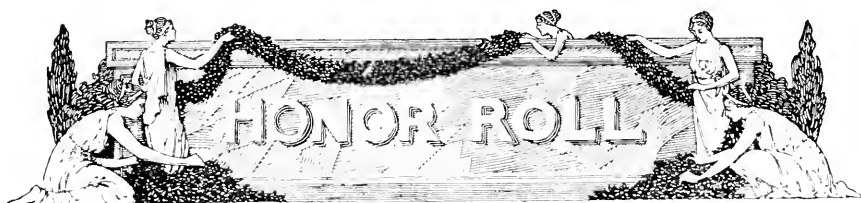
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